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American Railroad Journal.

New York Saturday, September 25, 1869.

Intercolonial Railway:

Although to a majority of the people of the United States, the rapid progress made in the construction of the Intercolonial Railway is a matter of but little present interest, this important work nevertheless claims a prominent position among the great material enterprises of the present time, and on its successful completion depends the development of a vast area of valuable territory now practically excluded from the busy circle of the world's activities. The Intercolonial Railway, projected when the Act of Confederation was passed by the British Parliament, was designed to be as "oil on the troubled waters" of Provincial discontent and dissatisfaction; but if it has failed to accomplish the object intended by the British Ministry, it has already shown itself to be a commercial as well as a political necessity. If the idea, now so prominent, of interoceanic railway communication through British territory is to be realized, the Intercolonial road is also a physical necessity. The successful completion of the Pacific Railroad has given the United States control of the commerce between two great continents. It is scarcely probable that Great Britain, with her vast colonial possessions on this side of

the Atlantic, will consent to be deprived of the advantages to be gained by handling a portion, at least, of the trade referred to; and as a link in the new chain of railway communication between the two oceans, the Intercolonial road is an indispensable necessity. To the people of the dominion, the local benefits to be derived from its completion are matters of greater moment than the importance of the road in its character as a main rail scheme of internal improvement and development. But, however considered, it is fully appreciated by them, and, in awaking a new spirit of energy and enterprise among all classes of the people, has already accomplished much that will exert a powerful influence in determining the future of the British North American Provinces.

During the past year the progress of the work on the several sections of the Intercolonial Railway, has been rapid and satisfactory. A short time ago the Intercolonial Railway commissioners, appointed by the Government to supervise the construction of this great national work, made a tour of inspection along the line of the road, to examine and report on the progress of the work. From the letters of a correspondent of the Toronto *Telegraph*, who accompanied the commissioners, we learn many interesting facts concerning the present condition of the road and the prospects of its rapid completion, of which we furnish our readers a brief summary. The Intercolonial Railway starts directly from the station of the Grand Trunk road, and in a very short distance crosses the Riviere du Loup by a bridge some three hundred feet in length, immediately above the falls at that place so well known for their picturesque beauty. After crossing the river, the line makes a sharp curve through a heavy rock hill side cutting, after which it descends to a level terrace and runs through a well settled French country. This section, or "contract," is twenty miles in length, and a large force of workmen and laborers are employed on it—the number being never less than five hundred at any time. Several culverts and arches are already completed, and others are in progress. Much heavy grading remains to be done, but the work on this contract is in a forward state. The bridge at Isle Vert, is the structure next in importance to that at

Riviere du Loup, which will be ready by the time the grading is finished.

On contract No. 2, the work is also progressing rapidly, and with the exception of two or three heavy planes will be finished this fall. Upwards of five hundred men are engaged on this section, and the Messrs. Worthington, who are the contractors for Nos. 1 and 2, in all about forty miles, are pushing forward the work with great energy. The country abounds in stone suitable for use in culverts, bridges and other structures where masonry is needed, and all the stone work is said to be done in the most satisfactory manner. A large 15 foot arch culvert, about two miles east of Trois Pistoles, has one of its walls already completed up to the course from which the arch will spring, and is as fine a piece of solid, well executed work as is to be found in Canada. The length of this culvert is about 75 feet. Competent inspectors are appointed to overlook the masonry, and from the character of the work executed so far, they appear to be thoroughly doing their duty.

The heaviest work on contracts 1 and 2 is at the crossing of the Trois Pistoles River, about a mile and a half west of the village of that name. The valley of the river, at the point where the road crosses it, is about 1,100 feet wide, and the road will be elevated nearly 75 feet above the bed of the river. This crossing is the heaviest work between Riviere du Loup and Metis, a distance of about 90 miles. On the west side of the river the line is carried for nearly two miles across a number of gorges necessitating several culverts and side hill embankments. The bridge, which will be 500 feet long, will start from the west bank and be carried nearly half-way across the flats, thus placing the bridge across the main channel and allowing no check to the flow of the river. The bridge is approached on the west side by a heavy embankment about 40 feet deep, made from a cutting of the stiffest kind of blue clay. This bank will be about 800 feet long and is being actively constructed. The material on both sides of the river is the same, and is very difficult to work, coming out in large blocks of blue clay. On the east side of the river the embankment will be about 1,400 feet long and about 65 high at the deepest point. Large gangs of men and horses

are at work on both sides of the river, and the contractors are preparing to put in tramways and tip wagons as soon as the haul gets long enough to use them with advantage. An excellent stone quarry for the piers of this bridge has been opened on the St. Lawrence, about nine miles from Trois Pistoles, to which point the stone is now floated at comparatively small cost in scows and flat boats.

On contract No. 5, awarded to Mr. Haycock, of Ottawa, whose headquarters are situated at the village of Bic, work is progressing favorably. Mr. Haycock took the contract in April, and already employs a force of 350 men in grading the line. There is but little bridging or culvert work on this part of the road, but most of the grading is through solid rock and is difficult and expensive. Contract No. 6 begins at Rimouski Bay, where a large and flourishing village has grown up within the past few years. Work is progressing on both sides of the Rimouski River, which will be spanned by a bridge 300 feet in length. The country from Riviere du Loup to Rimouski is like a continuous village, very similar in its general characteristics to that between Chaudiere and Riviere du Loup. The scenery in many places is exceedingly fine, and for tourists seeking a healthful relief from city life no more delightful trip could be made than from Quebec down the river and gulf of the St. Lawrence. From Rimouski the line will run through a very level country for about 22 miles to the Metis crossing, the Metapedia road. The course of the line from the Metis to the mouth of the Metapedia has been a source of considerable labor to the engineers, who, after careful examination of the country, have found a moderately easy line, with favorable gradients throughout. The railway will cross the Metis about four miles from its mouth and ascend by easy grades the high land between the St. Lawrence and the Restigouche. It then descends to the level of Lake Metapedia, then runs along the banks of the Metapedia River, which it crosses once instead of 14 times, as proposed originally by Major Robinson.

East of the town of Dalhousie, situated at the mouth of the Restigouche River and possessing a very fine harbor, a section of fifty miles is now under contract; Mr. Jobin of Quebec, having undertaken the work. Mr. Jobin is hurrying the work of grading throughout the whole length of his contract, and has already completed a very considerable amount of it. He has succeeded in finding very good quarries, where the stone for the masonry is now being got out. Some will be delivered on the ground within two or three weeks, when the work of making the culverts will at once be proceeded with. Labor is said to be abundant, and some three hundred men are now engaged on this section. West of Dalhousie is a similar section, the contract for which has been awarded to Messrs. Elliot, Grant and Whitehead, an Ontario firm. Their work is also progressing in a satisfactory manner, the entire line being cleared and a large amount of grading already done. They have about 800 men at work. There is a good deal of rock excavation on this contract. Elliott and Grant have taken up their residence at Campbelltown, and are personally superintending their work. There has been some difficulty in finding suitable stone quarries in the vicinity of the work;

but they have now been obtained and the contractors expect to have all the stone for the culverts and bridges on the ground before the winter sets in. The line from the Metapedia, about three miles from which Elliott's contract begins, runs on the south side of the Restigouche River, in sight of it nearly the whole way. The work is principally side-hill cutting, a good deal of it through rock, but no heavy structures. The view from the trains for about 80 miles will be magnificent.

There are but few engineering difficulties in the way of completing the work at an early day. There are only in the whole line of nearly 500 miles three new bridges—one at Trois Pistoles, about 500 feet long; one at Restigouche, about 750 feet long; and the other at Miramichi, where two bridges will be required, the total length of which will not exceed 1,800 feet may be made 200 feet less. Both at the Miramichi and the Restigouche, the rivers are crossed at a low level, in neither case exceeding 20 feet, it may be possible to make it even less. The quantity of masonry will therefore not be large. From the Miramichi to the European and North American Railway the location has not been yet decided upon. A line direct to Moncton was surveyed in the spring, and is understood to be a very favorable line as regards grades, curvature, and economy of construction. It runs along the ridge which is the dividing line for two separate sets of watercourses. It has, therefore, no large streams to cross, as it meets them all at their heads. It is claimed for it that it will save 13 miles of railway to construct, and without increasing the distance to Halifax will shorten that to St. John by nearly 14 miles.

The people of the county of Kent, which lies between Miramichi and Shédiac, live mainly on the gulf shore, and are said to number about twenty-two thousand. They sent deputations to see the commissioners to urge that the line should follow the course of the post road, and bring it down to the mouths of the rivers. This would involve very heavy work, as the rivers widen out near their mouths into large valleys, which it would be very expensive to cross. The local interests of the population along the gulf shore are great, and there does not seem much doubt as to the line that should be selected. Even if the short and cheap line is adopted, the people of Kent will not be badly served by railway. They already have ample excellent water communication. The short line will probably cost at least \$500,000 less than the line crossing near the mouths of the rivers.

Owing to the want of adequate facilities of communication with the centers of wealth and population, the agricultural resources of the country through which this road will run have never been properly understood or appreciated. There is a vast section of heavily timbered and richly productive country that, when the completion of the Intercolonial Railway shall have opened communication with the markets of the more populous sections, will be brought prominently into notice; and there can be no doubt that the local business thus created will justify the construction of the road. The traffic in fish and produce will, of course, be great. On many parts of the line the business of transporting lumber will be considerable, and the passenger travel and the amount of merchandise to be carried will increase every

year. Whether the road is immediately profitable or not, there is an important section of country to be developed, and, in doing this, it will have accomplished much, if not all, that was originally expected of it.

Portland and Kennebec Railroad.

The receipts from operations of this road for the years ending December 31, 1867 and 1868, were as follows:

	1867.	1868.
From passengers.....	\$246,476 68	\$248,687 20
" freight	296,691 89	315,461 72
" mail	11,200 00	11,200 00
" express.....	8,082 30	10,871 43
" use of cars.....	12,444 50	13,202 45
" extra baggage....	1,723 79	448 55
	\$576,469 16	\$599,821 35

Expenses, viz:

Maintenance of way ..	\$121,286 77	\$117,608 16
Repairs of engines.....	42,136 59	30,095 94
Repairs of cars.....	49,826 34	42,696 79
Fuel consumed.....	52,502 66	69,850 14
Train expenses.....	46,351 74	48,878 56
Station expenses.....	62,048 33	52,375 28
Salaries	11,698 43	11,606 08
Insurance and taxes...	12,249 58	6,199 60
All other expenses	6,241 13	6,531 90
Rent of Somerset and Kennebec Railroad..	36,000 00	36,000 00
U. S. excise tax	6,440 65	6,491 14
	\$446,782 22	\$427,828 59
Net earnings	\$129,686 94	\$172,492 76
Add amounts received for rents, mili- tary service in former years, notes payable, etc.....	10,395 39	

Total \$182,888 15

From which deduct—

Interest on bonds.....	\$85,417 97
Interest on other loans.....	7,686 27
Dividend on Yarmouth st'k	12,144 00
Second and third stock dividend.....	34,842 00
Funded interest bonds paid	4,291 03
1½ per cent. instalment and interest to sinking fund	14,325 00
Eight box cars purchased...	5,750 00
Paid for real estate, etc...	4,693 00
	\$169,149 27

Less for coupons outstanding..... 6,708 00

162,441 27

Leaving a balance of \$20,446 88
Add balance from previous year
(\$100,684 43—less \$8,927, bills of
1867, paid)..... 91,757 43

Total surplus \$112,204 31

Consisting of—

Fuel	\$27,815 74
Stock in repair shops.....	20,865 21
Balances due the company	8,367 27
Investments	2,500 00
Cash.....	52,856 09

Total, as above..... \$112,204 31

The road is 63 miles in length, extending from Portland to Augusta, Me.; Branch line, Brunswick to Bath, 9 miles; Somerset and Kennebec Railroad (Leased) 37 miles—total length of road operated, 109 miles.

The company have 17 locomotives, 20 passenger, 12 baggage and mail, and 220 freight cars.

The trains have run 373,501 miles during the year, divided as follows: passenger, 131,396; freight, 143,697; wood and construction, 48,408;

at a cost of \$1.19 per mile. Number of passengers carried, 300,683; do., carried one mile, 7,127,219. Tons of freight moved, 149,413. The report says:

A new spirit of enterprise has recently been awakened in our State in the construction of railroads. In all sections of the State our people seem to be alive to the importance of introducing these new methods of travel and transportation. From Portland, our commercial metropolis, three lines of road are projected (one of which is partially constructed,) all designed to penetrate the great West, and bring within our borders the treasure of that most inviting and prolific region. Each and all of these roads, when completed, will not only add immeasurably to the business and wealth of Portland and of the State, but will tend directly and rapidly to increase the business of our road. The value of these projected lines of communication to and through the mighty empire of the West, to Maine cannot be over estimated. The product of that now undeveloped territory, within our national borders, which will find its most direct transit to market over these projected lines of road, and through the harbor of Portland can hardly be conceived by the most vivid imagination. And when we add to this the business from beyond the great western ocean which, if we are true to ourselves, will find its pathway to the markets of the world over these same lines of road, and through the gates of the same city, the amount of business, thus brought into prospect may truly be said to be illimitable.

From Bath a new line of road extending east has been put under contract to Rockland, and is now being rapidly prepared for the iron. This line which will at an early day be extended through the flourishing commercial cities and towns along our coast to Bangor, will constitute a great thoroughfare through our State, bringing into close proximity the great timber and lumber producing region of the east, through Bangor, and the principal ship building and lumber consuming territory of our State. At Belfast this shore line will intersect the Belfast and Moosehead Lake Railroad, which is destined, when thus connected, to bring from the interior large quantities of freight, and much travel which now finds its outlet east and west over the Maine Central road, and which will make Belfast with its land and water communication thus completed, one of the great business centres of the State. In the construction of this line of road, we are also much interested, as while it will add largely to business facilities of the central and eastern portion of the State, it will also contribute much to the business of our road.

At the north the people are making a strong movement for the extension of the Somerset and Kennebec road, to Carritunk Falls, in Solon, which is the present limit of its charter. This charter now follows the line of the river through Norridgewock and Anson villages. A route shorter by several miles, and which will substantially accommodate all the business of the river, has been surveyed, and found of easy construction, from Skowhegan through Madison, and by way of Patterson's bridge to Solon. Permission to conform to this new location has been asked of the present Legislature, and will, we doubt not, be granted, and the road extended to Carritunk Falls during the coming season, and ultimately as population and business shall demand, to Moosehead Lake. When these several roads shall have been constructed, the connection of your road with the whole outlying systems of railroads will be completed, and the wisdom of its original projectors in placing it upon its central location be fully vindicated, as the business of all these connecting roads will gravitate to it as naturally and inevitably as the waters of streams and rivulets gravitate to the great rivers.

In the fall of 1870 our city and town loan will mature. At that time our sinking fund will have absorbed one-half of the debt, or about \$400,000. To meet the balance the company have special authority of the Legislature to issue bonds pay-

able in 30 years from 1865, secured by a mortgage on its whole property, sufficient in amount to redeem the balance of the city and town loan and all its other outstanding indebtedness. Thus concentrated in these consolidated bonds the whole indebtedness of the company will be less than \$2,000,000.

The security for these bonds will be most ample, and they will constitute one of the most desirable securities for investment to be found in the country.

The prospects for an increasing business upon your road were never more flattering than at present, for in addition to the connections of other roads now building or in contemplation, already referred to, the permanent business immediately upon our line is constantly increasing. This is true not only of the general business of our people but especially of that dependent upon the unlimited and accessible water power on the line of the road. Extensive milling establishments are being projected and erected on the water powers at Brunswick, Augusta, Waterville and Skowhegan. These and others of like character will give much new and permanent business to the road. While we may not promise ourselves that rapid increase of business that distinguishes some roads in the rapidly growing west, we may confidently anticipate a steady and permanent increase to the business and value of your property.

STATEMENT OF LIABILITIES.

Stock issued.....	\$581,100 00
Yarmouth stock.....	202,400 00
City and town loan.....	\$800,000 00
Less sinking fund.....	300,311 48
	499,688 52
First mortgage bonds extended.....	229,200 00
Funded interest bonds.....	91,871 50
Consolidated bonds.....	300,000 00
Portland loan.....	112,000 00
Notes payable.....	4,510 00
Total.....	\$2,020,770 02

President.—RICHARD D. RICE.

Directors.—Richard D. Rice, Darius Alden, John B. Brown, William D. Sewall, Geo. F. Shepley, H. N. Jose, Geo. F. Patten, N. M. Whitmore, Philander Coburn.

Superintendent.—WALTER HATCH.

Treasurer.—JOHN S. CUSHING.

Fitchburg Railroad.

The receipts from operations of this road for the years ending November 30, 1867 and 1868, were as follows:

	1867.	1868.
From passengers.....	\$440,734 10	\$447,610 83
" freight	600,043 33	693,592 54
" mails	10,000 00	10,000 00
" rents.....	6,840 42	8,184 70
" interest.....	26,553 58	32,130 44
" express.....	17,272 40	17,790 81
	\$1,101,443 83	\$1,155,259 32
Expenses, viz:		
Repairs of road.....	\$118,665 07	\$181,666 62
" locomotives	97,745 24	68,153 31
" structures..	47,894 88	68,680 92
" bridges....	13,538 36	22,644 84
" cars.....	91,767 85	87,934 75
Fuel	91,749 47	90,221 03
Oil and waste.....	9,241 23	9,254 26
Freight expenses	101,230 19	105,447 42
Passenger expenses...	63,219 89	57,264 45
Switchmen, etc.....	17,556 34	19,457 88
Removing ice & snow	7,120 30	4,166 30
Taxes and insurance..	76,268 87	72,520 25
Gratuities & damages	7,193 31	6,636 70
Salaries & office exp.	18,518 53	21,910 02
	\$746,899 53	\$810,958 70
Net earnings	\$354,744 30	\$344,300 62

Compared with the previous year the gross earnings of 1868, show an increase of \$53,815 14,

with an increase in expenses of \$64,259 17—making the decrease in net earnings, \$10,443 68.

The following statement will show the number of passengers carried, tons transported and miles run in 1868 as compared with the year 1867:

	1867.	1868.
Number of passengers carried in the cars.....	1,535,097	1,622,156
Do. carried one mile.....	19,820,919	20,619,491
Number of tons of merchandise carried.....	511,488	559,368
Do. carried one mile	14,268,518	15,659,871
Number of miles run.....	505,332	556,594

The increase in number of passengers carried is 87,059; in passengers carried one mile, 798,572; and in receipt from passengers, \$6,876 73. The increase in tons carried is 47,880; in tons carried one mile, 1,391,353; and in receipts from freight, \$39,549 21. Increase in miles run, 51,262.

The company have 31 locomotives, 37 passenger cars, 10 baggage cars, 358 eight-wheel and 298 four-wheel freight cars, and 36 gravel cars.

The assets of the corporation on the 30th of November last, were as follows:

Notes receivable	\$313,168 20
Cash and cash funds	159,205 59
Freight uncollected	26,925 46
United States for mail service	1,666 67
	\$500,966 01

And the liabilities were:

Renewal fund	\$17,730 95
Balances due connecting railroads	1,777 87
Unclaimed dividends, etc..	4,106 21
	23,615 03

Excess of assets Nov. 30, 1868.. \$477,350 98

From this sum a dividend of four per cent, and U. S. tax, was paid in January, 1869, amounting to \$149,052 65, leaving thereafter \$328,298 33 in cash or funds equivalent thereto. In addition to this the company owns real estate valued at \$10,344, also fuel and materials worth \$109,016 62. This property, amounting to \$119,360 62, has all been paid for, but is not included in the assets enumerated above. It may also be stated that the corporation has no debt.

TRIAL BALANCE, NOV. 30, 1868.

Construction.....	\$3,540,000 00
Cash and cash funds	159,205 58
Notes receivable.....	313,168 29
Fuel	28,781 00
Stock materials.....	40,000 00
Real estate.....	10,344 00
U. S. for mail service.....	1,666 67
Receipts from freight.....	26,925 46
	\$4,120,091 01
Capital stock	\$3,540,000 00
Profit and loss	556,475 98
Renewal fund	17,730 95
Receipts from passengers.....	1,777 87
Unclaimed dividends.....	4,102 00
Unclaimed State tax	4 21
	\$4,120,091 01

President.—WM. B. STEARNS.

Directors.—Wm. B. Stearns, Alvah Crocker, W. E. Faulkner, P. B. Brigham, W. A. Brigham.

Treasurer.—M. D. BENSON.

Superintendent.—C. L. HEYWOOD.

About 800 hands are now at work on that portion of the Macon and Augusta Railroad, between Macon and Milledgeville, which remains to be graded. The expectation is to put the whole of the line in operation about next mid-summer.

Commerce of New York.

The foreign imports at New York for the month of August, 1868 and 1869, are officially stated as follows:

	1868.	1869.
Entered for consumpt'n.	\$14,005,112	\$15,895,735
Do. for warehousing	8,280,600	10,008,548
Free goods	828,188	1,322,924
Specie and bullion	846,821	159,927
Total entered at port	\$23,960,721	\$27,887,134
Withdrawn fr. wareh'use	9,676,657	11,706,290

The foreign imports at New York for the eight months from January 1, were:

	1868.	1869.
Entered for consumpt'n.	\$85,123,542	\$109,111,441
Do. for warehousing	78,576,756	93,824,564
Free goods	6,876,780	10,409,887
Specie and bullion	5,012,163	10,373,674
Total entered at port	\$175,589,241	\$223,719,546
Withdrawn fr. wareh'use	68,428,668	72,845,055

The revenue from customs at New York:

	1868.	1869.	
6 months	\$55,450,748	65	\$63,467,409 94
In July	9,287,920	50	10,045,078 14
In August	11,995,596	18	13,845,030 69

	Total since Jan. 1.	\$76,684,265	33	\$87,857,518	77
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The exports from New York to foreign ports in the month of August, were:

	1868.	1869.
Domestic produce	\$12,750,918	\$17,975,524
Foreign free goods	18,192	54,856
Do. dutiable	558,078	594,833
Specie and bullion	4,690,989	3,027,940
Total exports	\$18,018,177	\$21,652,159
Do. exclusive of specie	13,327,188	18,624,219

The exports from New York to foreign ports for eight months from January 1, were:

	1868.	1869.
Domestic produce	\$102,391,078	\$118,218,016
Foreign free goods	460,416	238,246
Do. dutiable	4,912,286	4,522,356
Specie and bullion	64,879,147	24,954,457
Total exports	\$172,142,927	\$147,983,075
Do. exclusive of specie	107,763,780	122,978,618

Railroads in California.

Now that the Western Pacific is finished, there are signs of activity on other railroad routes, more or less controlled by the same corporation. Laborers are arriving at Marysville to commence grading the California and Oregon Railroad. The Chinese employed on the Western Pacific are being transferred thither, and one thousand or more will be at work by the end of the month. We have previously stated that the iron and ties for one hundred miles of the Oregon road have been accumulated on the road connecting Marysville with the Central Pacific. Whether the Oregon Railroad will be bought for the first section of the Oregon line is not yet known.

The Stocktonians are agitating for the construction of a railroad from their town to Visalia, or to a point of connection with the Southern Pacific line northeast of Tulare Lake. At the late election they voted to loan the credit of the city for \$300,000 to the Stockton and Tulare Railroad Company, and the officers of this company inform the local press that they have now in San Francisco, or will have in a few days, iron sufficient to lay the track from the water front of Stockton, a distance of twenty-five miles, into the valley, or five miles beyond the boundary line of San Joaquin and Stanislaus Counties. This iron the company will land in Stockton immediately, providing the council will guarantee to issue the bonds asked for, in the event the Legislature grants the privilege, and the company are willing to "take the chances" on the Legislature. The company will

bind itself to have the road in running order as early as next August at farthest, or in season to bring the new grain crop to the Stockton wharfs. The bonds, if issued, are asked for only as the road is built, in sections of five and ten miles. It is understood that the Central Pacific folks want to build this road, and will compete for the Stockton bonds.

The latest project is for a railroad from Suisun, on the bay of that name, in Solano County, to Clear Lake.—*San Francisco Bulletin.*

Little Miami and Columbus & Xenia Railroads.

The earnings of the Little Miami, Columbus and Xenia, and Dayton and Xenia Railroads for the fiscal year ending November 30, 1868, were:

From passengers	\$708,923	33
" freight	812,054	69
" express and mail	120,193	06
" rents of depots	3,804	50
" mileage of cars and rent of engines	23,723	99
" gross earnings of D. & W. R.R.	94,593	56

\$1,762,793 13

Expenses, viz:

Repairs of road	\$242,467	25
" bridges	22,427	55
" depots, etc.	23,558	00
" locomotives	95,068	91
" cars	120,677	42
Passenger expenses	173,232	95
Freight expenses	187,767	25
Rents	12,926	44
Fuel	126,880	90
Oil, waste and tallow	30,855	75
General expenses	63,655	38
Loss and damage	24,647	96

1,124,165 76

Earnings less working expenses	\$638,627	37
Interest	\$115,479	96
Taxes	87,736	30

Working expenses Dayton and Western road	86,123	38
Rent and taxes of do.	54,416	42

343,756 06

Net earnings	\$294,871	31
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Received from C. C. & I. C. Co. on division of earnings

\$27,500 00

Paid and due from C. C. & I. Co. on division of earnings, in part estimated

12,204 32

15,295 68

Add four years interest on Steubenville and Indiana bonds paid

56,000 00

Dividends on other investments, etc.

3,057 83

Total

\$369,224 82

Transferred to L. M. and C. & X. Companies for construction

\$11,895 84

Expenses of new bridge at Dayton for D. & W. R.R.

35,954 85

Little Miami dividend Nov. 1868

112,812 63

Columbus and Xenia do

39,461 05

Balance

169,100 45

Total, as above

\$369,224 82

There has also been expended during the year for approaches and depot grounds to Newport bridge, \$44,166 67; to account of wharf boats, \$246 92; for increasing rolling stock and shop machinery, \$48,917 12; to account of bills payable made in 1867, \$70,033 33; construction account of Little Miami, in addition to amount transferred to that company from joint surplus \$27,000 27—total, \$190,364 31.

Of the joint assets, as reported by the Auditor, the following were available as financial means, November 30, 1868:

Cash on hand	\$118,280	09
Bills receivable	26,979	00
Agents	64,795	87
Transportation companies	29,519	49
U. S. military transportation	1,484	07
U. S. mail	9,690	61
City of Cincinnati	27,428	00
Insurance companies	25,780	77
Sundry individual accounts	24,776	48
Supplies on hand	178,112	54
Little Miami bonds to pay dividend	28,000	00
P. C. & St. L. bonds	200,000	00
Street connection bonds	30,000	00

\$759,798 21

Deduct L. M. bonds (to be returned to L. M.) being excess over amount required for bond dividend \$9,000 00

Deduct doubtful acc'ts, etc. 30,670 75

89,670 75

Deduct current liabilities

417,347 86

\$302,778 31

In further explanation of the Auditor's Report it should be stated that most of the expenditure for real estate and improvements at Cincinnati are properly chargeable to the individual account of the Little Miami Company by order of the Joint Committee of the companies whose action is required for that purpose.

The opening of a railroad from Louisville to Cincinnati, making the line of railroad between the two cities one hundred and five miles, and the erection of the Newport bridge over the Ohio river, promise increased traffic to the Little Miami line, and increased business to Cincinnati. Southern trade will naturally tend to Cincinnati, as the best and cheapest point for transit and supply.

The street connection track between the Little Miami depot and the railroads in the western part of the city, is now used, and will increase in value and importance to the company.

The great Eastern lines, by obtaining the control of some of the Ohio lines of railroad, will no doubt change the relations and affect the through business of the other lines. So far as these new arrangements have been perfected, the business of the Little Miami line has not, probably, on the whole, been injuriously affected; but it will require no small degree of prudence and watchfulness, and, perhaps, new arrangements and outlay, to protect its position and traffic.

The joint assets and liabilities of the Little Miami and Columbus and Xenia Railroad Companies, on the 30th of November, 1868, were as follows:

ASSETS	
Rolling stock and shop machinery	\$1,061,481 67
Bills receivable	26,979 00
Due from agents, etc.	105,490 04
L. M. individual account for construction, etc.	61,244 05
Street connection and Storrs T. R.R.	228,991 34
Grain Elevator, cost	65,416 87
S. W. F. and C. P. Co., and platform	3,792 12
City of Cincinnati	27,428 00
Insurance companies, for losses by fire, etc.	25,730 77
Sundry individual accounts	24,776 48
Cash	113,280 00
Supplies on hand	178,112 54
Columbus and Xenia R. R. stock	93,900 00
Little Miami bonds	28,000 00
P. C. & St. L. bonds	200,000 00
Street connection bonds	60,000 00
Dayton and Western bonds	12,450 60
Dayton and Western stock	3,472 22
S. W. F. and C. P. Co. stock	5,225 00
Dayton and Xenia R. R. cost	412,639 87
Wharf boat	4,646 52
Right of way, etc., to Newport Bridge	44,166 67

\$2,787,223 85

LIABILITIES.	
Bills payable	\$9,392 83
Due to agents, individuals, etc	237,711 71
Unpaid dividends	17,969 74
Dividend payable December 1868	152,273 68
L. M. R.R. Co., partnership account	1,202,931 57
C. & X. R.R. Co., " " "	601,465 78
Joint surplus	565,478 64

Total, as above \$2,787,223 85

The assets and liabilities of the Little Miami Railroad Company are as follows:

ASSETS.

Construction	\$2,961,159 03
Real estate and depots	849,495 67
Columbus and Xenia R.R. stock	425,650 00
Hillsboro' and Cincinnati R.R. stock	9,262 83
Other stocks	2,290 00
Individual accounts	993 82
Columbus and Xenia R.R. Co	63,000-00
L. M. and C. & X. R.R. Co's partnership account	1,202,931 57

Total \$5,514,782 92

LIABILITIES.

Capital stock	\$3,572,400 00
Loan from City of Cincinnati	100,000 00
Mortgage bonds	1,489,000 00
Unclaimed dividends	1,657 98
L. M. and C. & X. R.R. Cos., individual accounts	61,244 05
Profit and loss	290,480 89

Total, as above \$5,514,782 92

Cost of road and equipment to November 30, 1867 \$4,450,800 54

Increase in construction accounts during the year 18,079 93

Increase of real estate and depots 16,817 37

\$1,485,697 74

L. M. R.R. Co's. $\frac{2}{3}$ increase of joint equipment 32,611 41

Total \$4,518,309 15

The account with the stockholders is as follows:

Surplus December 1, 1867 \$282,550 33

Received from L. M. and C. & X. R.R. R.

Cos 7,930 56

Total \$290,480 89

The assets and liabilities of the Columbus and Xenia Railroad Company are as follows:

ASSETS.

Construction	\$1,468,013 28
Real estate	18,762 46
L. M. and C. & X. partnership acc't	601,465 78
Central Ohio R.R.	33,314 68
Bills receivable	18,890 35
Individual accounts	26,445 03
C. & X. stock	17,050 00
Telegraph stock	2,000 00
D. & X. R.R. stock	1,000 00
S. & C. R.R. stock	1,000 00
C. Pay treasurer	18,627 09

Total \$2,206,598 69

LIABILITIES.

Capital stock	\$1,786,200 00
Mortgage bonds	248,000 00
Unclaimed dividends	606 97
Individual accounts	53 00
L. M. R.R. Co. bond account	63,000 00
Surplus account	89,811 61
L. M. and C. & X. R.R. Co	18,627 09

Total, as above \$2,206,598 67

Cost of road and equipment to November 30, 1867 \$1,482,840 46

Increase in construction account 3,965 28

\$1,486,805 74

C. & X. proportion of joint rolling stock 353,827 22

Total \$1,840,632 96

The account with the stockholders is as follows:

Surplus November 30, 1868	\$86,846 33
Am't drawn on surplus joint account	3,965 28

\$89,811 61

The companies have 47 locomotives, 35 first-class and 3 second-class passenger cars, 20 baggage, mail and express cars, 434 box, 139 stock, 35 rack, 20 coal, 65 flat, 8 lime and 14 caboose cars.

The mileage of locomotives has been: on passenger trains, 448,282; on freight trains, 443,783; on wood and construction trains, 49,652—total 941,717. Cost per mile run 9.72 cents. Mileage of passenger and baggage cars, 2,426,401. Cost per mile run, 14½ mills. Mileage of freight cars, 6,315,844. Cost per mile run, 13½ mills. The cost of fuel per mile run by locomotives has been 13.49 cents.

The total number of passengers transported on the road during the year, exclusive of commuters, was 472,082, of whom 134,078 were through, and 338,009 were local. Number of passengers carried one mile, 22,730,535.

The tonnage of the year, exclusive of express matter and mails, amounted to 369,843 tons, of which 341,124 tons were through freight, and 128,719 local.

CANADIAN PACIFIC RAILWAY.

LETTER FROM THOMAS C. KEEFER.

SIR.—The Portland papers announce the commencement of the Portland and Ogdensburg Railway. Can this be the same Portland which, over twenty years ago, made a Railway alliance, offensive and defensive, with Montreal, adopting an exceptional gauge (which has since been fastened upon the whole Dominion) as a particular groove in which Western traffic, like water in a gutter, would follow down through Montreal, to Portland. If Portland is really heading for Ogdensburg it indicates, not only a change of base, but of gauge. The next change will be to veer round more to the westward, and make for Albany, Chicago, Cincinnati, St. Louis and San Francisco, through the Hoosac Tunnel. In a little more than a year there will be continuous Railway communication from San Francisco to Halifax through Portland, and when the Hoosac Tunnel is completed there will be a route to Halifax from Chicago and Detroit and all points north and west, over the Great Western and New York Central, with which the Grand Trunk cannot compete. I draw attention to this because, on completion of the railway to Halifax, whether by Canadian or American capitalists, there is almost a certainty that fast passenger and mail steamers will start from that point, almost daily, making the voyage across the Atlantic regularly within the week.

It is supposed by some that Montreal will be a point on this new thoroughfare between Halifax and the West, whether Halifax is to be reached by Portland or by the Intercolonial road. But I do not believe that either the Grand Trunk or the Intercolonial will keep this traffic, and I think the Grand Trunk managers are doubtful of it. I believe the Grand Trunk is most anxious to change the gauge of the Buffalo and Lake Huron for the purpose of securing some of that traffic which has followed the change of gauge on the Great Western. The only part of the Grand Trunk system which can control any portion of Western traffic is not upon the main line at all, and can only do so by a change of gauge.

If this be true Montreal and Toronto must look for better lines of communication with the West, that is that "new West," which cannot be drawn off by Buffalo, Niagara, New York, Boston and Portland; and this can only be done by throwing

the line north of Lake Huron instead of south of it. By this means not only is the absolutely shortest line secured with which no future rival can compete for through traffic, but it is protected by Lake Huron from any diversion of its traffic at points west of Toronto. The shortest possible railway line from Montreal to San Francisco will pass through Sault Ste. Marie and St. Paul. Geographically St. Paul is "in the same boat" with Montreal; and it is a plan of such position and prospects that it is difficult to say whether in time it will not become more important than Chicago or St. Louis. Now, St. Paul, with its surroundings and backers, is quite competent to bring itself into line between San Francisco and Sault Ste. Marie; and there is not the slightest reason to doubt that if Montreal were to take up her line of railway march for the outlet of Lake Superior St. Paul would meet her there, and it could not be many years before St. Paul would have a western connection through Dakota, Nebraska and Wyoming with the Union Pacific, which would afford the shortest route between San Francisco and Halifax.

The charter of the Canada Central Railway runs out in September, 1870. Scarcely a year is left for action. With it expires the most valuable land grant open to any Canadian railway, and if Montreal desires to have a railway through the Ottawa valley to Lake Superior to open to her Red River trade, the St. Paul travel and the great emigrant highway into the fertile belt, besides the local trade of the Ottawa valley—the best and most important back country she can ever have—it is difficult to see how commencement in the future can be made under such favorable auspices as at the present time. If in the future there may be more money in the country, there will certainly be less land to aid a railway.

THOS. C. KEEFER.

Railroads in Illinois.

There are seven new railroads now under construction in Illinois. One extends from St. Louis to Rock Island; a second from St. Louis to Paducah; a third from St. Louis, by Vandalia to Terre Haute, Indiana, to be worked by the Pennsylvania Railroad Company; a fourth, the Duquesne Road, is extending to Cairo, and also from Duquesne to Paducah. The officers of the Duquesne Road are stimulated by the desire to connect with new roads in progress in the Southern States. Congress has authorized a bridge over the Ohio river at Paducah, so that this new road will by this connection bring St. Louis within 702 miles by railroad of New Orleans, and within 638 of Mobile. These roads are all advancing rapidly, and will be completed at an early day.

Western Union Telegraph.

The Western Union Telegraph Company have purchased the lines of the Atlantic and Pacific States Telegraph Company for about 60 per cent., of their actual cost of construction. By this arrangement the old company is enabled to increase its facilities for doing business at once, instead of waiting for the construction of new lines over the same territory, which they had in contemplation. The purchased property was all new within the year, and is in excellent condition. The Western Union will announce a material reduction in rates to all points on the 1st of October prox.

The Washington (Pa.) Examiner says that work is being pushed forward with great vigor on those sections of the Chartiers Valley Railroad lying between Mansfield and Cannonsburg, a very large number of laborers being actively employed. So far no operations have been commenced on that portion lying between Cannonsburg and Washington.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$1,774,824	J. & J.	Jul. '69 8	Hartford and New Haven...100	3,300,000	J. A. J. & O.	Jul. '69 8	Portl., Saco & Portsmouth...100	\$1,500,000	J. & D.	Jun. '69 1
American Central...100	800,000	J. & J.	Jul. '69 8	Hannibal and St. Joseph...100	1,900,000	Do.	Do.	Providence & Worcester...100	1,800,000	J. & J.	July '69 1
Atlanta and West Point...100	1,282,300	J. & J.	July '69 4	Do. do pref. 100	5,233,820	Do.	Do.	Raleigh and Gaston...100	2,400,000	A. & O.	Oct. '69 4
Atlantic & N. Carolina...100	5,546,226	Do.	Do.	Hanover Branch, Pa....50	116,850	M. & N.	May '69 8	Rensselaer and Saratoga...100	2,000,000	Do.	Do.
Atlantic & Gt. Western...50	25,870,922	Do.	Do.	Houstonian...100	820,000	Do.	Do.	Richmond and Danville...100	2,000,000	Do.	Do.
" " pref. 60	1,919,000	Do.	Do.	" pref...100	1,180,000	J. & J.	Jul. '69 4	Richmond and Petersburg...100	847,100	Do.	Do.
Atlantic & St. Lawrence...100	2,494,900	J. & J.	Jul. '69 2	Hudson River...100	15,932,700	A. & O.	Oct. '69 4	Sch. Fred. and Potomac...100	1,041,800	Do.	Do.
Augusta and Savannah...100	733,700	J. & J.	Jul. '69 8	Huntingdon & B'd Top...100	494,330	Do.	Do.	Rockport...100	88,400	Do.	Do.
Baltimore and Ohio...100	16,161,962	A. & O.	Apl. '69 4	" pref. 50	100,750	J. & J.	Jn. '69 8	Rome, Waterl. and Os'ab...100	2,400,000	J. & J.	July '69 1
Do. Washington Br...100	1,650,000	A. & O.	Apl. '69 4	Do. do pref. 100	28,415,780	F. & A.	Aug. '69 1	Outland preferred...100	1,000,000	F. & A.	Feb. '69 1
Baltimore City Passenger...100	670,000	F. & A.	Aug. '69 8	Indianapolis, Cin. & Lafay...50	6,185,897	M. & R.	Sep. '69 4	St. L., Alt. and T. Haute...100	2,300,000	Do.	Do.
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl. '69 4	Jeffersonv., Mad. & Ind...100	2,000,000	J. & J.	Jan. '69 5	" " pref. 100	2,040,000	Annual	June '69 1
Bellefontaine Line...100	986,250	F. & A.	Feb. '69 4	Joliet and Chicago...100	1,500,000	J. A. J. & O.	Apr. '69 1	St. L., Jack'n, and Chic'o...100	1,469,420	Do.	Do.
Belvidere Delaware...100	600,000	J. A. J. & O.	July '69 1	Lake Shore & Mich. So...100	35,000,000	F. & A.	Aug. '69 4	Sandusky and Cincinnati...100	2,059,000	Do.	Do.
Berkshire...100	600,000	J. & D.	Jun. '69 2	" " guar. 100	835,500	F. & A.	Aug. '69 4	" pref. 100	445,590	M. & N.	May '69 1
Blossburg & Gornung...50	250,000	J. & D.	Jun. '69 2	Leeds and Farmington...100	1,335,000	Do.	Do.	Sand, Manaf. and Newark...100	901,341	Do.	Do.
Boston and Albany...100	110,000	A. & O.	Apl. '69 4	Lehigh and Mahanoy...50	2,165,565	J. & J.	July '69 2	Savannah and Charleston...100	1,000,000	Do.	Do.
Boston, Concord & Mont...100	459,000	M. & N.	May '69 8	Lehigh Valley...100	8,739,500	M. & N.	M'y. '69 5	Sohuylkill and Susqueh'a...50	1,249,150	J. & J.	Jan. '69 1
Do. do pref. 100	1,340,400	M. & N.	May '69 8	Lehigh Luzerne...100	10,121,400	J. A. J. & O.	Oct. '69 24	Second and Third St. (Ph.)...50	203,751	J. & J.	Jan. '69 1
Boston and Lowell...100	891,500	J. & D.	Jun. '69 4	Lexington & Frankfort...100	514,646	J. & J.	Jan. '69 4	Seaboard and Roanoke...100	868,200	J. & J.	Jan. '69 1
Boston and Maine...100	4,076,974	J. & J.	July '69 5	Little Miami...100	3,572,400	J. & D.	Jun. '69 5	Second Avenue (N. Y.)...100	670,000	A. & O.	Oct. '69 1
Boston and Providence...100	3,860,000	J. & J.	July '69 2	L. M. & C. and X. (Joint)...100	1,804,397	J. & D.	Jun. '69 5	Shamokin V. and Pottav...50	654,450	F. & A.	Feb. '69 1
Broadway (South Boston) 50	326,000	J. A. J. O.	July '69 2	Little Schuykill...100	2,946,100	J. & J.	Jul. '69 5	Shore Line...100	634,300	J. & J.	Jan. '69 1
Broadw'y & 7th Av. (N. Y.) 100	2,100,000	J. & J.	Jun. '69 4	Sixth Avenue (N. Y.)...100	1,750,000	Do.	Do.	Terre Haute and Indiana...50	750,000	Do.	Do.
Brooklyn City...100	1,000,000	F. M. A. N.	Aug. '69 3	Somerville...100	29,000	Do.	Do.	Third Avenue (N. Y.)...100	1,750,000	M. & N.	May '69 1
Brooklyn City & New'ln...100	398,300	Do.	Do.	South Carolina...100	5,819,275	Do.	Do.	Thirteenth and Fif. (Ph.)...50	500,000	F. & A.	Aug. '69 1
Buffalo, Bradford & Pitts...100	1,100,000	M. & N.	Aug. '69 3	South Shore...100	259,688	Do.	Do.	Troy and Greenbush...100	1,314,130	Do.	Do.
Buff, New York & Erie...100	950,000	M. & N.	Aug. '69 3	South Western, Georgia...100	2,203,400	F. & A.	Aug. '69 1	Taunton Branch...100	250,000	J. & J.	Jul. '69 1
Buffalo and Erie...100	5,000,000	F. & A.	Aug. '69 4	Staten Is'nd...100	860,000	M. & N.	May '69 1	Tennessee and Alabama...100	595,922	Do.	Do.
Cambridge Horse (Boston) 100	772,700	A. & O.	Apl. '69 4	Ston Brook...100	267,200	Do.	Do.	Third Avenue (N. Y.)...100	1,750,000	J. & J.	July '69 1
Camden and Amboy...100	500,000	F. & A.	Aug. '69 5	Steubenville and Indiana...100	1,983,141	Do.	Do.	Thirteenth and Fif. (Ph.)...50	500,000	F. & A.	Aug. '69 1
Camden and Atlantic pref. 50	600,000	Do.	Do.	Stockbridge & Pittsfield...100	448,700	Do.	Do.	Troy and Boston...100	607,111	M. & N.	May '69 1
Camden and Burlington Co...100	331,000	J. & D.	Jun. '69 3	Summit Branch...100	50,000	Do.	Do.	Troy and Greenbush...100	274,400	J. & D.	Jun. '69 1
Cape Cod...60	721,926	J. & J.	July '69 3	Union Transport'n (Bos.)...100	200,000	J. & J.	Jul. '69 2	Utica and Black River...100	200,000	J. & J.	July '69 1
Cape May and Millville...100	447,000	J. & D.	Jun. '69 3	Metropolitan (Boston)...100	1,250,000	J. & J.	Jul. '69 5	Vermont and Canada...100	2,590,000	J. & D.	Jan. '69 1
Catawissa...50	1,160,000	M. & N.	Aug. '69 3	Memphis and Charleston...100	5,312,725	M. & S.	Mar. '69 3	Vermont Central...100	8,000,000	J. & D.	July '69 1
Catawissa, pref...50	2,200,000	M. & N.	Aug. '69 3	Memphis and Ohio...100	570,000	M. & S.	Mar. '69 3	Vicksburg and Meridian...100	367,408	Do.	Do.
Cayuga & Susquehanna...50	589,110	J. & J.	Jul. '69 4	Mill Creek and Minehi...100	3,213,375	F. & A.	Aug. '69 6	Virginia Central...100	2,353,679	Do.	Do.
Cedar Rapids & Mo. pref. 100	755,000	M. & N.	Aug. '69 3	Mill Creek and Minehi...100	405,020	J. & J.	Jul. '69 6	Virginia and Tennessee...100	2,500,300	F. & A.	Aug. '69 1
Central of Georgia...100	4,666,900	J. & J.	July '69 5	Millville and Glassboro...100	5,762,400	J. & J.	Aug. '69 6	Western Union...100	2,707,693	J. & J.	Jul. '69 1
Central of New Jersey...100	15,000,000	J. & J.	Jan. '69 5	" " 1st pref. 100	7,151,069	J. & J.	Jan. '69 14	West Jersey...100	804,150	F. & A.	Aug. '69 1
Central Ohio...100	2,600,000	J. & D.	Dec. '68 3	Millville & Prairie du Chien...100	1,325,320	M. & S.	Mar. '69 3	West Philadelphia...100	249,100	J. & J.	Jul. '69 1
Do. pref...100	400,000	J. & D.	Jun. '69 4	" " 2d pref. 100	1,636,135	F. & A.	Aug. '69 6	Wilmington and Weldon...100	1,463,770	J. & J.	Jul. '69 1
Cen. Park, N. & E. River...100	970,000	J. A. J. & O.	Oct. '69 24	Mobile and Ohio...100	3,762,400	J. & J.	Jul. '69 6	Winchester and Potomac...100	1,547,650	J. & J.	Jul. '69 1
Chemung...100	380,000	J. A. J. & O.	July '69 2	Montgomery & W. Point...100	1,044,101	J. & J.	Jul. '69 24	Worcester and Nashua...100	1,522,600	J. & J.	Jul. '69 1
Cheshire, preferred...100	2,017,825	J. & J.	July '69 2	Morris and Essex...100	3,616,350	J. & J.	Jul. '69 6	CANALS.	Do.	Do.	Do.
Chicago and Alton...100	5,141,800	M. & S.	Sep. '69 5	M. & Carbon & Pt. Carbon...100	2,625,350	J. & J.	Jan. '69 5	Chesapeake and Delaware...50	1,818,963	J. & D.	Jun. '69 1
" " pref. 100	18,159,077	M. & S.	Sep. '69 5	Nashua and Lowell...100	720,000	M. & N.	May '69 5	Chesapeake and Ohio...25	8,228,595	F. & A.	Aug. '69 1
Chicago, R. I. & Pacific...100	14,000,000	J. & D.	Apr. '69 5	Nashville & Chattanooga...100	2,066,544	F. & A.	Aug. '69 6	Delaware and Hudson...50	1,633,350	F. & A.	Aug. '69 1
Cin, Ham. & Dayton...100	3,521,664	J. & D.	Apr. '69 5	Nangatuck...100	1,436,600	J. & J.	July '69 4	Erie of Pennsylvania...50	64,000	F. & A.	Aug. '69 1
Cincinnati City Passenger...100	13,825,025	J. & J.	Jan. '69 2	New Bedford & Taunton...100	500,000	J. & J.	Jul. '69 6	Monongahela Navigation...50	7,739,900	M. & N.	My '69 1
Street...100	13,825,025	J. & J.	Jul. '69 2	New Haven & N. London...100	738,535	J. & J.	Jul. '69 6	Morries (consolidated)...10	1,026,000	F. & A.	Feb. '69 1
Citizens' Passengers (Phil.) 50	192,750	F. & A.	Jul. '69 2	New Haven & Northampton...100	1,344,000	J. & J.	Jan. '69 8	" (preferred)...100	1,176,000	F. & A.	Feb. '69 10
Clev, Col., Cin. & Ind...100	10,450,000	F. & A.	Jul. '69 2	New Jersey...100	8,250,000	F. & A.	Aug. '69 5	" (pref.)...50	2,888,905	F. & A.	Feb. '69 1
Cleveland and Mahoning...50	2,056,400	M. & N.	Aug. '69 3	New London Northern...100	896,000	M. & S.	Aug. '69 4	Susq. and Tide Water...100	2,002,746	Do.	Do.
Cleveland and Pittsburgh...50	9,585,775	J. & J.	Oct. '69 24	New York Central...100	28,700,000	F. & A.	Aug. '69 4	" preferred...50	2,907,856	W. Branch and Susq.	Do.
Cleveland and Toledo...50	5,000,000	F. & A.	Aug. '69 4	New York and Harlem...100	5,500,000	J. & J.	July '69 4	W. Branch and Susq...50	1,100,000	J. & J.	Jan. '69 5
Col. Chi. & Indiana Can...100	11,420,000	J. & J.	Jul. '69 3	New York & New Haven...100	9,000,000	J. & J.	July '69 5	Wyoming Valley...100	1,350,900	F. & A.	Aug. '69 1
Columbus and Xenia...50	1,786,200	J. & J.	Jul. '69 3	N. Y., Provid. & Boston...100	2,000,000	J. & J.	July '69 5	Do.	Do.	Do.	Do.
Concord...50	1,500,000	M. & N.	May '69 8	Ning. Bridge & Cananda...100	1,600,000	J. & J.	July '69 5	Do.	Do.	Do.	Do.
Concord & Porte, guar...100	350,000	J. & D.	Jun. '69 5	Ninth Avenue...100	797,400	J. & J.	July '69 5	Do.	Do.	Do.	Do.
Coney Island & Brooklyn...100	500,000	J. & D.	Jun. '69 5	North Carolina...100	4,000,000	J. & J.	July '69 5	Do.	Do.	Do.	Do.
Conn. & Passum...Rivers...100	139,000	J. & J.	Jul. '69 3	Northern Central...50	4,703,000	F. M. A. N.	Aug. '69 2	Northern Central (S. C.)...100	155,000	F. & A.	Aug. '69 5
Do. do pref. 100	1,822,100	J. & J.	Jul. '69 3	Do. do pref. 100	155,000	J. & J.	July '69 2	North Eastern (S. C.)...100	155,000	F. & A.	Aug. '69 5
D. Doch., E. B'dw. & Bat...100	1,200,000	F. M. A. N.	Aug. '69 4	Do. do pref. 100	155,000	J. & J.	July '69 2	North Eastern (N. H.)...100	2,000,000	M. & N.	My '69 1
Dubuque and Sioux City...100	1,878,641	Annual	J. '69 3	Do. do pref. 100	155,000	J. & J.	July '69 2	North Eastern (N. H.)...100	2,000,000	F. & A.	Aug. '69 5
Do. do pref. 100	1,987,381	J. & J.	Jul. '69 3	Do. do pref. 100	155,000	J. & J.	July '69 2	North Eastern (N. H.)...100	2,000,000	F. & A.	Aug. '69 5
East Mahanoy...50	382,550	J. & J.	Jul. '69 4	Do. do pref. 100	155,000	J. & J.	July '69 2	North Eastern (N. H.)...100	2,000,000	M. & N.	My '69 1
Kenstein (Mass.)...190	3,883,300	J. & J.	Jul. '69 4	Do. do pref. 100	155,000	J. & J.	July '69 2	North Eastern (N. H.)...100	2,000,000	F. & A.	Aug. '69 5
Eastern (N. H.)...100	492,500	J. & J.	Jul. '69 4	Do. do pref. 100	155,000	J. & J.	July '69 2	North Eastern (N. H.)...100	2,000,000	F. & A.	Aug. '69 5
East Pennsylvania...50	654,900	Do.	Do.	Do. do pref. 100	155,000						

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1866.....	475,641	433,279	385,901	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867.....	377,552	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	380,641	5,167,371
1868.....	404,467	368,251	408,847	388,654	355,265	369,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1866.....	106,550	101,255	104,372	122,984	132,301	145,542	149,137	157,943	170,044	176,910	156,869	153,294	1,673,706
1867.....	100,991	154,418	195,503	162,723	178,786	206,090	224,267	312,165	354,554	320,679	307,803	252,015	2,770,484
1868.....	280,506	275,283	299,068	258,480	322,278	355,270	326,565	409,251	401,281	357,566	307,919	236,824	3,840,062
1869.....	236,153	222,241	200,111	269,249	320,851	371,544	321,597	387,399	322,835	360,323	323,080	271,247	3,695,153
1870.....	243,787	157,832	235,061	282,165	385,510	342,358	354,244	415,982	408,900	429,752	359,102	330,189	3,892,861
1871.....	276,117	276,140	267,064	279,121	303,342	384,504	404,012	558,101	480,193	503,746	409,569	361,701	4,508,643
1872.....	339,762	304,828	383,648	331,149	345,550	391,085	353,736	501,067	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1866.....	140,024	130,225	122,512	126,798	144,906	170,937	139,142	160,306	210,729	216,030	190,435	201,134	1,059,267
1867.....	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,880	324,865	336,617	321,037	3,095,470
1868.....	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,423	270,073	201,779	3,313,514
1869.....	241,395	183,325	257,230	209,099	277,506	306,693	238,926	317,977	400,941	425,474	345,028	260,268	3,466,923
1870.....	292,047	224,631	272,454	268,369	297,625	276,681	297,513	444,024	560,403	509,549	442,275	377,063	4,358,614
1871.....	308,587	297,464	301,952	316,709	378,436	841,885	568,580	558,587	591,209	424,598	435,435	4,797,464	
1872.....	351,767	319,441	645,789	362,900	419,100	506,000	440,300	480,900	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1866.....	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,750	716,378	563,400	6,114,566
1867.....	541,005	482,164	499,296	468,368	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1868.....	523,566	399,917	523,745	537,519	588,948	925,983	805,524	797,475	1,000,086	1,200,216	1,010,802	712,359	9,299,430
1869.....	696,147	574,664	765,398	774,279	895,712	903,658	888,214	1,063,226	1,448,942	1,541,067	1,211,530	879,000	11,632,731
1870.....	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,261,940	1,507,479	1,570,067	1,107,084	1,001,967	13,384,471
1871.....	892,062	830,286	1,142,166	1,112,190	1,208,444	1,258,284	1,167,156	1,032,914	.....	.....	.....	.....	.....
Erie:													
1866.....	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,366,413
1867.....	906,759	917,639	1,189,528	1,217,743	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,406,716	1,421,881	1,041,846	14,139,284
1868.....	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862.....	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,503	359,463	3,445,527
1863.....	299,944	271,086	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,581	4,571,028
1864.....	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,219	799,236	661,391	657,141	603,402	6,329,447
1865.....	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866.....	603,053	505,268	505,466	411,666	569,250	567,079	480,626	578,283	571,348	661,971	588,219	504,066	6,546,741
1867.....	647,120	524,871	417,071	440,271	477,027	516,498	525,620	709,327	738,580	823,901	727,810	613,329	7,160,992
1868.....	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,324	889,967	931,580	685,401	681,041	7,117,029
1869.....	681,656	558,783	711,559	595,355	655,047	740,949	661,704	790,322	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866.....	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,806	113,504	112,952	123,802	1,201,239
1867.....	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868.....	92,433	81,599	98,482	108,461	95,416	96,924	108,413	126,566	121,519	125,065	119,169	121,408	1,294,065
1869.....	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1866.....	248,784	230,508	557,227	208,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1867.....	256,600	304,446	338,464	330,651	267,128	316,258	278,891	358,862	402,219	407,102	448,934	411,806	4,120,152
1868.....	363,906	866,361	413,974	365,180	351,489	387,096	301,613	418,575	486,808	524,760	495,072	361,799	4,826,727
1869.....	312,846	277,284	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1870.....	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,503
1871.....	362,021	338,885	378,736	452,429	399,300	365,117	308,502	437,800	521,326	543,886	436,399	437,603	4,931,153
1872.....	386,901	357,409	453,481	473,544	445,792	409,139	377,045*	486,777*	.....	.....	.....	.....	.....
Michigan Central:													
1862.....	230,150	150,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863.....	242,073	245,858	236,432	238,496	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864.....	252,436	278,848	348,802	338,226	271,563	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865.....	306,324	279,137	344,228	337,241	401,466	366,663	329,105	415,501	476,661	490,694	447,670	328,870	4,520,550
1866.....	282,439	265,796	337,158	343,737	365,196	335,083	324,958	359,646	429,161	493,640	414,604	308,669	4,260,115
1867.....	304,096	283,661	375,210	362,783	333,952	284,977	313,021	398,993	516,973	506,296	412,934	330,373	4,371,073
1868.....	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	611,820	410,826	390,671	4,569,231
1869.....	384,120	320,636	386,527	411,814	403,646	366,623	329,650	353,569	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867.....	310,763	240,755	261,143	316,206	401,900	360,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,633,698
1868.....	366,228	321,293	383,508	436,412	565,718	458,191	423,398	522,682	1,024,046	1,037,464	556,917	468,880	6,157,646
1869.....	454,130	330,233	420,774	460,287	630,844	678,800	586,341	525,363	.....	.....	.....	.....	.....
New York Central:													
1866.....	.957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1867.....	1,086,300	895,											

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.

	Amounts outstanding.	Interest.	Payable.	WHEN PAYABLE.	Market Price.		Interest.	Payable.	WHEN PAYABLE.	Market Price.
National Securities, Sept. 1, 1869.										
Loan of June 14, 1858 registered	20,000,000	5 Jan. & July.	1874	118½	..	Massachusetts—Western R. R. Loan, sterling	3,578,696	5 April & Oct.	69-78	115
coupon		5 " "	1874	118	..	Troy and Greenfield Loan, stg.	3,506,580	5 " "	68-90	
Loan of June 22, 1860 registered	7,022,000	5 " "	1871	127½	..	Eastern R. R. Loan, dollar	1,166,500	5 " "	90-94	104
coupon		5 " "	1871	127	..	Nor. & Wor. R. R. Loan	200,000	5 Jan. & July.	69-71	
Loans of Feb. 8, July 1, Aug. 3, '61 registered	282,732,600	6 " "	1881	120½	..	B. H. & Erie R. R. Loan, stg.	400,000	6 " "	1877	
and March 3, 1863 registered		6 " "	1881	120	..	State Scrip (var.)	290,400	6 " "	1900	
Oregon War Bonds of March 2, 1861	945,000	6 " "	1881	120	..		171,000	5 Various,	1870	
		6 " "	1881	120	..		117,000	5 " "	1872	
Loan of Feb. 25, 1862 (5-20s) registered	514,771,600	6 May & Nov.	1882	120	..		125,000	5 April & Oct.	1873	
(5-20s) coupon		6 " "	1882	121	..		24,000	6 Various,	1874	
Loan of March 3, 1864 registered	23,582,500	6 " "	1884	120	..		162,000	6 June & Dec.	70-72	
(5-20s) coupon		6 " "	1884	119	..		50,000	6 " "	1877	
Loan of June 30, 1864 (5-20s) registered	125,661,300	6 " "	1884	120	..	Union Fund Loan of 1861	200,000	6 Jan. & July.	1871	
(5-20s) coupon		6 " "	1884	119	..		650,000	6 " "	1871	
Loan of March 3, 1865 (5-20s) registered	203,327,250	6 " "	1884	120	..		720,000	6 " "	1876	
(5-20s) coupon		6 " "	1885	120	..		1,430,000	5 Mar. & Sept.	1886	
2d series (5-20s) registered	332,908,950	6 Jan. & July.	1886	118	..	Back Bay Loan of 1862-'63	600,000	5 May & Nov.	1880	
(5-20s) coupon		6 " "	1886	118	..	Bounty Fund Loan of 1863	220,000	5 Jan. & July.	1883	
3d series (5-20s) registered	370,588,450	6 " "	1887	117	..		200,000	5 May & Nov.	1894	
(5-20s) coupon		6 " "	1887	118	..	'64-'67, stg.	4,000,744	5 May & Nov.	1894	
4th series (5-20s) registered	42,539,350	6 " "	1888	120	..	dol.	4,379,500	5 Jan. & July.	1883	
(5-20s) coupon		6 " "	1888	118	..	Coast Defense Loan of 1863	888,000	5 Jan. & July.	1883	
Loan of March 3, 1864, (10-40s) registered	104,567,300	5 Mar. & Sept.	1904	100	..	W. Fund 5-20s Loan	3,505,000	5 Mar. & Sept.	1886	
(10-40s) coupon		5 " "	1904	108	..	Three Years' Loan	919,324	5 Var.	3 yrs.	
Union Pacific R. R. Bonds (currency)	60,860,320	6 Jan. & July.	1905	99½	..	Michigan—Sault Canal Bonds	86,000	6 Jan. & July.	1879	
Certificates of Mar. 2, 1867, and July 2, 1868	50,780,000	3 Dem.	....	....	..	Renewal Loan	200,000	6 " "	1878	
Navy Pension Fund of July 23, 1868	14,000,000	3 Dem.	....	....	..	Two Million Loan	1,728,000	6 " "	73-83	
Loans of 1842, 1847 and 1848	78,850	6 Due.	....	....	..	War Loan	896,000	6 " "	1886	
Texas Indemnity Bonds of Sept. 9, 1850	242,000	6 Due.	....	....	..	Bounty Loan	463,000	6 May & Nov.	1890	
Treasury Notes prior to 1857	103,615	6 Due.	....	....	..	Minnesota—Railroad Loan	2,275,000	6 Jan. & July.	1883	
Treasury Notes of 1857, '60, '61 and '63	224,182	var. Due.	....	....	..	Mississippi—State Bonds (for banks)	7,000,000	6 Jan. & July.	41-71	
Treasury Notes (7-30s)	989,750	7 Due.	....	....	..	Missouri—State Bonds proper	453,000	6 Jan. & July.	62-90	
Certificates of Indebtedness	12,000	6 Due.	....	....	..	Consls. (interest)	2,820,000	6 " "	1887	
Compound Interest Notes of 1863 and 1864	2,714,980	6 Due.	....	....	..	Railroad Loans	13,734,000	6 " "	82-90	
Temporary Loan of June 30, 1864	183,110	6 Due.	....	....	..	S. W. Pacific, guar.	1,589,000	6 " "	81-87	
U. S. Notes (greenbacks)	356,114,913	6 Dem.	....	....	..	Han. and St. Jo. R. R. Loan	3,000,000	6 " "	81-85	
Fractional Currency	30,711,800	6 " "	....	....	..	Nebraska—(No Account)	.....	6 " "	81-85	
State Securities, latest dates.						New Hampshire—War Loan of July 1, 1861	1,059,800	6 Jan. & July.	69-78	
Alabama—State Bonds	168,900	5 May & Nov.	1872	64	..	of Sept. 1, 1864	600,000	6 Mar. & Sept.	84-89	
... (extended)	2,414,300	5 " "	1872	68-85	..	of Oct. 1, 1865	1,267,000	6 April & Oct.	69-74	
(sterling)	770,500	6 Jan. & July.	1870-86	..	..	of July 1, 1866	500,000	6 Jan. & July.	69-94	103
(" extended)	732,800	5 " "	1886	94-95	..	..	1,599,800	6 Jan. & July.	86-96	
(new)	660,200	6 " "	1886	93	..	..	1,002,900	6 " "	97-102	
Arkansas—*State Bonds (Real Estate Bank)	886,000	6 April & Oct.	1861	..	..	..	593,409	6 J. A. J. & O.	1870	
(* State Bank)	440,000	6 Jan. & July.	1868	..	..	General Fund Stocks	700,000	6 " "	1878	
California—Civil Bonds of 1867	3,066,500	7 Jan. & July.	1877	128	..	..	800,000	6 " "	1878	
1860	177,500	7 " "	1880	..	..	Canal Stocks	1,189,781	6 " "	1875	
Soldiers' Relief Bonds	470,500	7 " "	1883	83-86	..	..	900,000	6 " "	1875	
Bounty Bonds	982,000	7 " "	1883	83-85	..	Bounty Stock	348,107	6 J. A. J. & O.	1872	
Connecticut—War Bonds M'y. '61 (10 or 20yr)	500,000	6 Jan. & July.	1871-81	98	..	Bonds	2,607,300	6 " "	1873	
Oct. '61 (10 or 20yr)		6 " "	1872-82	..	..	..	5,726,800	6 " "	1874	
Nov. 1863		6 " "	1883	99	..	..	2,250,000	6 " "	1875	
M'y. '64 (10 or 20yr)		6 " "	1884	99	..	..	500,000	6 " "	1877	
May 1, 1865, (free)		6 " "	1885	..	..	..	900,000	6 " "	1874	
(various) registered	867,500	6 " "	1885	..	..	..	2,035,800	6 " "	1874	
Florida—State Bonds	500,000	6 Jan. & July.	1871-81	98	..	..	3,757,000	6 Jan. & July.	1877	
Georgia—State Bonds (W. & A. R. R.)	100,000	6 Apr. & Oct.	1870	90	..	..	22,186,000	6 " "	1877	
(" " "	176,000	7 May & Oct.	1870	..	..	..	8,511,000	6 J. & J. & O. & O.	1879-91	
(Act March 12, 1868)	3,164,500	7 Jan. & July.	1886	..	..	..	3,059,045	6 " "	92-98	
(W. & A. R. R.)	1,519,000	6 " "	1886	..	..	..	3,200,000	6 Jan. & July.	1900	
(" " "	55,000	6 May & Oct.	1874	..	..	..	2,439,900	6 Jan. & July.	1893	
(Atl. and Gulf R. R.)	734,000	6 Feb. & Aug.	1875-86	..	..	..	2,026,171	6 Jan. & July.	1870	
(sterling)	72,000	6 Mar. & Sept.	1869	..	..	..	1,600,000	6 " "	1875	
Illinois—New Internal Improvement Stock	1,635,954	6 Jan. & July.	1870	100	..	..	4,095,309	6 " "	1881	
Interest Bonds	996,649	6 " "	1870	100	..	..	2,400,000	6 " "	1886	
Liquidation Bonds	193,400	6 " "	1865	..	..	..	400,000	6 " "	1877	
Refunded Stock	985,900	6 " "	1869	99-77	..	..	9,709,600	6 " "	1882	
Thornton Loan Bonds	104,000	6 " "	1870	102	..	Inclined Plane Loan	9,273,050	6 " "	1882	
War Loan Bonds	543,200	6 " "	1870	..	..	Redemption Loan of 1867	910,200	6 " "	124-87	
Ill. and Mich. Canal	792,222	6 " "	1870	..	..	Military Loan	2,820,750	6 " "	1871	
(" " " registered)	635,367	6 " "	1870	..	..	Rhode Island—War Loan of 1861	30,500	6 April & Oct.	1871	
Indiana—State Stock	2,322,925	5 Jan. & July.	1866	97½	..	..	1,157,000	6 Mar. & Sept.	1872	
War Loan Bonds	210,000	6 May & Nov.	1888	..	..	..	214,000	6 April & Oct.	1873	
Iowa—State Bonds of 1858	200,000	7 Jan. & July.	1868	..	..	..	4,907,150	6 Feb. & Aug.	1872	
War and Defense Bonds of 1861	300,000	7 " "	1881	..	..	..	7,909,600	6 " "	1877	
Kansas—War Bonds, 1861-'67	750,000	7 Jan. & July.	1866	76-97	..	..	9,273,050	6 " "	1882	
Territorial Debt Bonds	100,000	6 July.	1881	..	..	..	910,200	6 " "	1882	
Kentucky—State Bonds	1,421,000	6 April & Oct.	1871-72	100	..	..	5 " "	6 " "	1882	
" " "	339,000	5 May & Nov.	1879	..	..	..	2,820,750	6 " "	1871	
Military Bonds	180,000	5 April & Oct.	1869-76	..	..	..	1,842,128	6 Jan. & July.	1870	
Louisiana—State Bonds (Schools, &c.)	684,500	6 Various	1860-96	70	..	..	4,724,000	6 " "	1872-82	94
(Railroads)	2,092,000	6 Various	1860-96	70	..	..	112,000	6 Jan. & July.	1882	
(Charity Hospital)	86,000	6 Mar. & Sept.	1872	..	..	..	4,844,445	6 " "	1882	
(Levees)	1,000,000	6 Various	1886	65	..	..	2,386,000	6 Jan. & July.	71-90	
(" 1867)	2,414,000	6 May & Nov.	1907	..	..	..	1,000,000	6 " "	75-79	
(" 1868)	3,000,000	8 " "	1908	84	..	..	1,282,971	6 " "	70-80	
(Funding)	494,800	6 Various	1868-88	..	..	..	314,640	6 April & Oct.	1870	
Maine—Civil Loans	250,000	6 Mar. & Sept.	1868-74	..	..	..	2,286,000	6 Jan. & July.	1871-90	
" " "	171,000	6 Various	1875-78	..	..	..	1,706,000	6 " "	1871-90	
War Loan of 1861	800,000	6 " "	1871	99	..	..	2,593,000	6 Jan. & July.	long	
1863	525,000	6 Mar. & Sept.	1883	..	..	..	2,172,000	6 " "	Var.	
1864	2,832,500	6 June & Dec.	1889	..	..	..	4,677,950	6 " "	"	
Bounty Loan of 1863	475,000	6 Feb. & Aug.	1880	99	..	..	2,880,801	6 " "	80-90	
" " "	492,000	6 J. A. J. & O.	1865	..	..	..	3,446,000	6 " "	Var.	
Sterling Bonds of 1838	2,252,112	5 " "	1869-90	..	..	..	1,735,380	6 " "	Var.	
converted	1,214,580	5 " "	1869-90	..	..	..	1,026,000	6 June & Dec.	71-78	
Currency Bonds of 1837	269,000	3 " "	1890	96	..	..	201,000	6 " "	71-78	
" " "	1827	5 " "	1880	..	..	..	20,653,962	6 Jan. & July.	long	
" " "	1834-35	1,438,428	6 " "	1880	..	..	10,963,000	6 " "	55	
"										

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.			Description of Bonds.	Amount.	Rate	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Adirondack:						Cape May and Millville:					
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	1st Mortgage.....	\$200,000	7	April & Oct.	New York.	1879
Albany and Susquehanna:						Catawissa:					
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1893	1st Mortgage.....	371,000	7	Feb. & Aug.	Philadelphia.	1882
Albany City Loan.....	1,000,000	6	May & Nov.	"	1895	Cedar Falls and Minnesota:					
2d Mortgage for \$2,000,000	802,000	7	April & Oct.	"	1885	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885
Allegheny Valley:						1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	"	1887
1st Mortgage.....	4,000,000	7.3	April & Oct.	Pittsburg.	1896	Cedar Rapids and Missouri River:					
2d Mortgage (floating funded).....		7	&	"	18-	1st Mortgage.....	3,586	7	Jan. & July.	New York.	1916
Androscoggin:						Central Branch Union Pacific:					
1st Mortgage.....	425,000	6	April & Oct.	Portland.	1890	1st Mort. (Atchison & Pike's P.)	1,800,000	6*	May & Nov.	New York.	'95-'96
Atlantic and Great Western:						2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	"	"
1st Mortgage (New York).....		7*	April & Oct.	London.	1879	Central of Georgia:					
1st Mortgage (Pennsylvania).....		7*	"	"	1877	1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875
1st Mortgage (Ohio).....		7	"	"	1876	Central of New Jersey:					
6,000,000	7*	June & Dec.	London.	1882	1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	
1st Mortgage (Franklin Branch).....		7*	April & Oct.	"	1884	2d Mortgage.....	600,000	7	May & Nov.	"	1875
1st Mortgage (Buffalo Extension).....		7*	March & Sept.	"	1884	New Loan for \$5,000,000.....	1,500,000	7	Feb. & Aug.	"	1890
1st Mortgage (Silver Creek Br.).....		7*	April & Oct.	New York.	1881	Central Ohio:					
2d Mortgage (New York).....		7*	"	London.	1882	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890
2d Mortgage (Pennsylvania).....	3,000,000	7*	"	"	1883	Central Pacific of California:					
2d Mortgage (Ohio).....		7	Jan. & July.	"	1883	1st Mortgage (on 725 m.) free.....	22,789,000	6*	Jan. & July.	New York.	1895
1st Consolidated Mortgage.....	20,000,000	7*	April & Oct.	"	1885	2d Mortgage (paid by Cal.).....	1,500,000	7*	"	"	1885
2d Consolidated Mortgage.....	7,000,000	5*	"	"	1885	Convertible bonds.....	1,500,000	7*	"	"	1883
Income Mortgage.....	8,701,806	7*	"	"	1885	National Loan.....	22,789,000	6	"	"	1895
Atlantic and Gulf:						Charleston and Savannah:					
1st Mortgage Consolidated.....	2,000,000	7	&			1st Mortgage (guar by S. Car.).....	505,000	6	March & Sept.	Charleston.	1877
Atlanta and St. Lawrence:						Charlotte and South Carolina:					
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	68-70	1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	1880
2d Mortgage.....	1,614,500	6*	April & Oct.	Portland.	1866	Charter and Darlington:					
2d Mortgage, sterling.....	885,500	6*	"	London.	1866	1st Mortgage.....	150,000	7	Jan. & July.	Charleston.	1870
Sterling Loans.....	484,000	6*	May & Nov.	"	1878	Cheapeake and Ohio (Va. Cent.):					
Baltimore and Ohio:						1st Mortgage for \$10,000,000.....		8	Jan. & July.	New York.	1898
Loan of 1834.....	753,931	6	J. A. J. & O.	Baltimore.	1867	Cheshire:					
Loan of 1855.....	868,250	6	Jan. & July.	"	1875	Company bonds.....	771,800	6	Jan. & July.	Boston.	'75-'80
Loan of 1850.....	579,500	6	"	"	1880	Chester Valley:					
Loan of 1853.....	1,710,500	6	April & Oct.	"	1885	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	"	1890	Chicago and Alton:					
Northwestern Va. R. R. 2d Mort.	481,500	6	"	"	1873	1st Mortgage, pref. sinking fund	402,000	7	May & Nov.	New York.	1877
Northwestern Va. R. R. 3d Mort.	155,000	6	"	"	1885	1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893
Bay de Noquet and Marquette:						Income bonds (2d Mortgage).....	1,100,000	7	April & Oct.	"	100
1st Mortgage Income.....	250,000	8	April & Oct.	New York.	70-71	Chicago, Burlington and Quincy:					
Bellefontaine:						Trust Mortgage.....	3,078,000	8	Jan. & July.	New York.	1883
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	70-90	Trust Mortgage, convertible.....	150,000	8	"	"	1883
2d Mortgage.....	16,000	7	"	"	1870	2d Mortgage.....	941,000	4	July.	Frankfort.	1890
Bellefonte and Snow Shoe:						Company bonds.....	680,000	7	March & Sept.	New York.	1890
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1876	Chicago, Cincinnati and Louisv.:					
Belvidere Delaware:						1st Mortgage for \$1,000,000.....	400,000	7*	Jan. & July.	New York.	1887
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	Chicago and Great Eastern:					
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	Construction.....	400,000	7	April & Oct.	New York.	1895
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	Income.....	300,000	7	"	"	1895
Blue Ridge, S. Car.:						Chicago, Iowa and Nebraska:					
1st Mortgage of \$2,500,000		7	Jan. & July.	Charleston.	1898	1st Mortgage.....	1,110,000	7	&		
Boston and Albany:						Chicago and Milwaukee, (45 m's):					
Sterling Loans.....	2,051,520	5*	April & Oct.	London.	69-71	1st Mortgage (C. and N. W.):	397,000	7	May & Nov.	New York.	1881
Dollar Loan.....	798,000	6	"	Boston.	1875	Chicago and Northwestern:					
Boston, Clinton and Fitchburg.						Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885
1st Mortgage.....						Funded Coupons.....	755,000	7	May & Nov.	"	96
Boston, Concord and Montreal:						General 1st Mortgage.....	3,594,500	7	Feb. & Aug.	"	90
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	1st Mortgage, Appleton Ext.	184,000	7	"	"	88
2d Mort. conv. (1st M. on 22d m.)	100,000	6	Jan. & July.	Boston.	1870	1st Mortgage, Green Bay Ext.	300,000	7	"	"	88
2d Mort. conv. (1st M. on 22d m.)	250,000	7	"	"	Equipment Bonds.....	101,000	7	April & Oct.	"	87	
Sinking Fund Mortgage.....	496,000	6	"	"	Mississippi River Bridge Bonds.....	200,000	7	Jan. & July.	"	84	
Boston, Hartford and Erie:						Elgin and State L. purchase b'ds	189,000	6	"	"	87
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	"	86
1st Mortgage (new) for \$20,000,000		7	Jan. & July.	"		Equipment Bonds.....	1,375,000	10	May & Nov.	"	88
Boston and Lowell:						1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	"	88
Convertible bonds.....	101,000	6	Jan. & July.	Boston.	1873	2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	"	96
Scrip certificates.....	366,000	3	April & Oct.	"	1873	1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	"	95
Wharf purchase bonds.....	200,000	6	"	"	1879	1st Mort. (Chi. & Mil. R. W. 85 m)	1,098,000	7	Jan. & July.	"	87
Buffalo, Bradford and Pittsburg:						1st Mortgage (Beloit & Mad. R.)	363,000	7	"	"	88
1st Mortgage.....	580,000	7	Jan. & July.	New York.	1886	Chicago, Rock Island and Pacific:					
Buffalo, Corry and Pittsburg:						1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870
1st Mortgage (B. C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	1886	1st Mort. (C. R. I. and P. R. R.)	7,375,000	7	"	"	94
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	New York.	1886	1st Mortgage.....	500,000	8	May & Nov.	New York.	1898
Buffalo and Erie:						1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	Cincinnati, Dayton and Eastern:					
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	"	1873	1st Mortgage.....	500,000	8	May & Nov.	New York.	1898
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	"	1882	1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	"	1886	Cincinnati, Hamilton and Dayton:					
Buffalo, New York and Erie:						2d Mortgage (1st Mort. paid).....	1,250,000	7	May & Nov.	New York.	1880
1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	3d Mortgage.....	500,000	8	Jan. & July.	"	88
2d Mortgage.....	380,000	7	May & Nov.	"	1872	New Mortgage.....	254,000	7	"	"	88
Burlington, Cedar Rapids and Minn.:						Cincinnati and Indiana:					
1st Mortgage.....	600,000	8	Feb. & Aug.	New York.	1919	1st Mortgage.....	2,500,000	7	June & Dec.	New York.	1892
Burlington and Missouri River:						2d Mortgage.....	2,000,000	7	Jan. & July.	"	73
Land Grant Mortgage.....	4,690,608	7	April & Oct.	New York.	1893	Cincinnati and Indianapolis Junc.:					
1st Convertible bonds.....	600,000	7	Jan. & July.	"	1894	1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888
2d Convertible bonds.....	600,000	7	"	"	1894	1st Mortgage.....	800,000	7	March & Sept.	"	1893
3d Convertible bonds.....	958,545	8	"	"	1875	2d Mortgage.....	250,000	7	June & Dec.	"	1884
California Pacific:						Cincinnati and Martinsville:					
1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1890	1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895
Camden and Amboy:						Cincinnati, Richmond & Chicago:					
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	1st Mortgage.....	560,000	7	Jan. & July.	New York.	1895
Sterling Loan, skg fund £369,200	1,846,000	5*	March & Sept.	"	1894	Cincinnati and Zanesville:					
Loan for \$800,000.....	323,220	6	April & Oct.	New York.	1870	1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1893
Loan for \$675,000.....	675,000	6	"	"	1878	1st Mortgage.....	425,000	7	June & Dec.	New York.	1890
Loan for \$1,700,000.....	1,700,000	6	Feb. & Aug.	"	1883	1st Mortgage.....	850,000	7	Feb. & Aug.	New York.	1873
Loan for \$2,500,000.....	867,000	6	May & Nov.	"	1884	3d Mortgage.....	587,000	8	March & Sept.	"	1876
Consol. Mortgage for \$5,000,000.....	4,665,940	6	June & Dec.	"	1890	Cleveland and Mahoning:					
Camden and Atlantic:						1st Mortgage.....	425,000	7	June & Dec.	New York.	1890
1st Mortgage.....	490,000	7	Jan. & July.	Philadelphia.	1873	1st Mortgage.....	850,000	7	Feb. & Aug.	New York.	1873
2d Mortgage.....	500,000	7	April & Oct.	"	1880	3d Mortgage.....	58				

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AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
Clev., Painesv. & Ash. (L. Shore): 1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	91 $\frac{1}{2}$	Erie:	\$3,000,000	7	May & Nov.	New York.	1897 98
2d Mortgage.....	1,000,000	7	" "	"	1880	...	2d Mortgage.....	4,000,000	7	March & Sept.	" "	1879 94
3d Mortgage.....	1,000,000	7	April & Oct.	"	1892	92	3d Mortgage.....	6,000,000	7	" "	" "	1883 87
Cleveland & Toledo (Lake Shore): 1st Mort. (June R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	...	4th Mortgage.....	4,441,000	7	April & Oct.	" "	1880 83
1st Mort. (June R. R. 2d Div.)	116,000	7	June & Dec.	"	1882	...	5th Mortgage.....	926,500	7	June & Dec.	" "	1888 76
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	"	1885	99 $\frac{1}{2}$	Buffalo Branch Bonds.....	186,400	7	Jan. & July.	" "	1891
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	"	1886	...	Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875
Columbia and Augusta: 1st Mortgage for \$1,000,000.....	410,000	7	Jan. & July.	New York.	1888	...	Erie and Pittsburg:	...	...	...	Philadelphia.	1882
Columbus, Chicago & Ind. Cent.: Consol. 1st Mortgage skg fund.....	15,000,000	7	April & Oct.	New York.	1908	81	1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882
Columbus and Indiana Central: 2d Mortgage.....	821,000	7	May & Nov.	New York.	1886	81	2d Mortgage.....	700,000	7	April & Oct.	" "	1875
Income Bonds.....	1,243,000	7	" "	"	1881	...	New Mortgage.....	859,000	7	Jan. & July.	" "	1893
Columbus and Hocking Valley: 1st Mortgage.....	232,500	7	Jan. & July.	New York.	1897	...	Evansville and Crawfordville:	...	...	...	Philadelphia.	1882
Consol. 2d Mortgage skg fund.....	5,000,000	7	Feb. & Aug.	"	1909	...	1st Mortgage of 1852.....	350,000	7	Jan. & July.	New York.	1869
Columbus and Xenia: 1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890	...	1st Mortgage of 1854.....	740,000	7	May & Nov.	" "	1869
Connecticut and Passumpsic Riv.: 1st Mortgage sinking fund.....	500,000	6	June & Dec.	Boston.	1876	87 $\frac{1}{2}$	Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881
Notes of '66 and '67, free.....	295,000	7	" "	"	"	...	Fall River, Warren & Providence:	...	...	...	Philadelphia.	1882
Connecticut River: 1st Mortgage.....	250,000	6	March & Sept.	Philadelphia.	1896	87 $\frac{1}{2}$	1st Mortgage.....	200,000	7	— & —	Providence.	18—
Connecting: 1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	87 $\frac{1}{2}$	1st Mortgage.....	100,000	6	— & —	Princeton.	18—
Cumberland and Pennsylvania: 1st Mortgage for \$1,000,000.....	875,000	6	March & Sept.	New York.	1891	...	Flint and Pere Marquette:	...	...	...	Philadelphia.	1882
2d Mortgage sinking fund.....	799,000	6	May & Nov.	"	1885	...	1st Mor. age.....	1,520,500	7	— & —	New York.	18—
Cumberland Valley: 1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	...	1st Mortgage.....	1,919,000	7	Feb. & Aug.	New York.	1882 96
2d Mortgage.....	109,500	8	" "	"	1904	...	2d Mortgage.....	1,029,000	7	May & Nov.	" "	1875 96
Danbury and Norwalk: 1st Mortgage.....	100,000	7	Jan. & July.	New York.	1880	...	Grand Rapids and Indiana:	167,000	7	Jan. & July.	New York.	1886
Danv., Urbana, Blooming. & Pekin: 1st Mortgage sinking fund.....	2,000,000	7	Jan. & July.	New York.	1908	...	Grand River Valley:	...	...	...	Ottawa.	18—
Dayton and Michigan: 1st Mortgage sinking fund.....	2,008,000	7	Jan. & July.	New York.	1881	...	1st Mortgage, guaranteed.....	1,000,000	8	Jan. & July.	London.	18—
2d Mortgage.....	642,000	7	March & Sept.	"	1884	...	Grand Trunk (Ca.):	...	...	...	London.	18—
Toledo Depot Mortgage.....	169,500	7	" "	"	1884	...	1st Preference Bonds.....	12,573,861	5*	Jan. & July.	London.	18—
Dayton and Union: 1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	...	2d Preference Bonds.....	7,355,986	5*	" "	London.	18—
2d Mortgage.....	135,000	7	June & Dec.	"	1879	...	3d Preference Stock.....	3,414,094	4*	" "	London.	18—
Income Bonds.....	252,445	6	" "	"	1879	...	4th Preference Stock.....	25,592,860	4*	" "	London.	18—
Dayton and Western: 1st Mortgage.....	275,000	7	March & Sept.	New York.	1882	...	Equipment Bonds.....	2,433,333	6*	April & Oct.	London.	18—
2d Mortgage.....	463,000	6	Jan. & July.	"	1905	...	Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	London.	18—
Delaware:							Great Western of Canada:	...	...	...	Ottawa.	18—
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	90	Government Loan £573,688.....	2,782,387	6*	— & —	London.	18—
Guaranteed Bonds.....	100,000	6	" "	"	1875	...	Mortgage Bonds £615,200.....	2,983,720	6*	— & —	London.	18—
State Loan.....	170,000	6	" "	"	1876	...	Mortgage Bonds £547,000.....	2,682,950	5*	— & —	London.	18—
Extension Mortgage.....	100,000	6	" "	"	1880	...	Stock Debentures £46,700.....	226,500	5*	— & —	London.	18—
Delaware, Lackawanna & Western: 1st Mort. (L. & W.) for \$900,000.....	564,000	7	Jan. & July.	New York.	1871	98 $\frac{1}{2}$	Great Western of Illinois:	...	...	...	Ottawa.	18—
1st Mort. (East. Ext.) \$1,500,000.....	1,111,000	7	April & Oct.	"	1875	100	1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1888 100
2d Mort. (General) for \$2,000,000.....	1,633,000	7	March & Sept.	"	1881	90	1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	" "	1888
Des. Moline Valley: 1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	...	1st Mortgage (General).....	1,455,000	7	" "	" "	1888
Income Bonds.....	462,000	7	Jan. & July.	"	1884	...	2d Mortgage.....	2,500,000	7	May & Nov.	" "	1893 82
Detroit and Milwaukee: 1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	...	Greenville and Columbia:	...	...	...	Greenville.	1886
2d Mortgage.....	1,000,000	8	" "	"	1875	...	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1886
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	"	1875	...	Land Mortgage.....	1,900,000	7	April & Oct.	New York.	1881
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	"	1875	...	Convertible bonds.....	800,000	7	Jan. & July.	New York.	1883
Bonds of June 30, 1866, (cond.)	1,611,830	6	" "	"	1875	...	Eight per cent. Loan.....	860,000	8	" "	" "	18—
Detroit Mon. & Tol. (M.S. & N.Y.): 1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876	...	Ten per cent. Loan.....	1,000,000	10	" "	" "	1872
Detroit and Pontiac (Detr. & Mil.): 1st Mortgage.....	100,000	7	Jan. & July.	New York.	1878	...	1st Mort. (Quincy and Palmyra).....	500,000	8	— & —	" "	1869
1st Mortgage.....	150,000	7	April & Oct.	"	1878	...	Harrisburg and Lancaster:	1,200,000	10	" "	" "	18—
2d Mortgage.....	250,000	8	Feb. & Aug.	"	1886	...	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883 90
Des. ibique and Sioux City: 1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	92	Hartford and New Haven:	...	...	...	Philadelphia.	1883
1st Mortgage (construction).....	660,000	7	" "	"	1894	...	1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873 96
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	"	1888	...	Hartford, Providence and Fishkill:	...	...	...	Philadelphia.	1883
Des. ibique Southweste:							1st Mort. (R. Island 26.32 m.).....	481,000	7	Jan. & July.	Philadelphia.	1876
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895	...	1st Mort. (Connecticut 96.04 m.).....	1,574,500	7	" "	Hartford.	1876
2d Mortgage, ordinary.....	450,000	7	" "	"	1895	...	Hempfield:	...	...	...	Philadelphia.	1872
Des. ibique Wine & Waynesburg: 1st Mortgage.....	140,000	7	Feb. & Aug.	Philadelphia.	1882	...	1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1872
East Pennsylvania: 1st Mortgage, Sinking Fund.....	506,900	7	April & Oct.	Philadelphia.	1888	...	2d Mortgage.....	191,000	7	Jan. & July.	Bridgeport.	1877
East Tennessee and Georgia: Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882	...	1st Mortgage.....	100,000	7	" "	Bridgeport.	1877
Tennessee Loan (1866).....	436,660	6	" "	"	1888	...	Houstonian:	...	...	...	Philadelphia.	1872
Mortgage (old).....	640,000	6	" "	"	1880	...	1st Mortgage.....	1,936,000	7	Feb. & Aug.	New York.	1870 99
Mortgage (new).....	135,900	7	" "	"	1880	...	2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	" "	1885 102
East Tennessee and Virginia: Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1888	...	3d Mortgage.....	183,000	7	May & Nov.	" "	1875 100
Tennessee Loan (1866).....	600,000	6	" "	"	1898	...	Huntington and Broad Top Mt.:	...	...	...	Philadelphia.	1870 82
Tennessee endorsed bonds.....	178,000	6	" "	"	18—	...	1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870
Eastern:							2d Mortgage.....	367,500	7	Feb. & Aug.	" "	1875
State Loan (1st Lien).....	275,000	5	J. A. J. & O.	Boston.	1872	...	Consol. Mortgage.....	887,045	7	April & Oct.	" "	1895 33
2d Mortgage, (convert, sterling).....	420,000	5*	Jan. & July.	Boston.	1874	...	Illinois Central:	...	...	...	Philadelphia.	1872
2d Mortgage, convertible.....	739,000	6	Feb. & Aug.	Boston.	1874	...	Construction.....	3,955,000	7	April & Oct.	New York.	1875 120
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	...	Construction.....	437,500	6	" "	" "	1875
Bonds of 1868.....	500,000	6	March & Sept.	"	1889	96	Redemption.....	2,560,500	6	" "	" "	1875
J. A. J. & O. (Boston)	275,000	5	J. A. J. & O.	Boston.	1872	...	Redemption, sterling.....	2,424,500	6*	" "	" "	1875
Des. Iberia and Kentucky: Tennessee Loan.....	870,000	6	Jan. & July.	New York.	18	...	Illinois and Southern Iowa:	...	...	...	London.	1875
Elkins and Williamsport: 1st Mortgage.....	1,050,000	7	Jan. & July.	Philadelphia.	1880	89	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882
Income Bonds.....	370,000	5	April & Oct.	"	1872	60	1st Mortgage.....	2,500,000	7	Jan. & July.	New York.	1886
European and North American: 1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	...	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1888
1st Mortgage, guaranteed.....	800,000	6	"	"	1886	...	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1888
1st Mortgage, guaranteed.....	500,000	7	"	"	1886	...	1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874
1st Mortgage, guaranteed.....	500,000	7	"	"	1886	...	1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874
1st Mortgage, guaranteed.....	800,000	6	"	"	1886	...	1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Philadelphia.	1896

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Kentucky Central:						Mobile and Montgomery:					
1st Mort. (Covington & Lexington)	\$128,000	7	— & —	New York	1873	1st Mortgage	\$1,200,000	8	May & Nov.	New York	1888
2d Mortgage (do.)	794,000	7	— & —	" "	1883	Mobile and Ohio:	4,593,000	6*	May & Nov.	London	1882
3d Mortgage (do.)	237,000	7	— & —	" "	1885	1st Mortgage, Sterling	4,593,000	8*	" "	Mobile	1882
Keokuk and St. Paul:						1st Mortgage, Sterling	1,668,800	6	Jan. & July.	New York	1891
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York	1887	Tennessee Loans:	388,900	8	May & Nov.	Mobile	1867
Tenn. State Loan	450,000	6	Jan. & July.	New York	1898	Income of '61, '62, '65 and '67	556,421	8	" "	New York	1876
Knoxville and Kentucky:						Liquidation (10 year) bonds	607,000	8	" "	Mobile	1882
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York	1890	Interest bonds					38
Tenn. State Loan (new)	800,000	6	" "	"	1898	Montgomery and Eufala:					
Lackawanna and Bloomsburg:						1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York	1886
1st Mortgage	900,000	7	Jan. & July.	New York	1875	Montgomery and West Point:					
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia	1885	Income Bonds	100,000	8	Jan. & July.	New York	1871
2d Mortgage	500,000	7	April & Oct.	"	1880	Income Bonds	306,300	8	" "	"	1876
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	Mortgage Bonds	719,500	8	" "	"	1881
Lake Erie and Louisville:						Morris and Essex:					
1st Mortgage for \$1,000,000	500,000	7	Jan. & July.	New York	1893	1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York	1915
Lawrence:						2d Mortgage	3,000,000	7	Feb. & Aug.	"	90
1st Mortgage	360,000	7	" "	Pittsburg	1886	Nashville and Chattanooga:					
Lehigh and Lackawanna:						1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York	1890
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia	1897	Tenn. State Loan	150,000	6	" "	"	1892
Lehigh Valley:						Tenn. Coupons Funded	426,270	6	" "	"	1892
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia	1873	Nashville and Decatur:					
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	Tenn. State Loan	2,465,176	6	Jan. & July.	New York	190-192
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville	1870
Little Miami:						2d Mortgage	500,000	6	" "	New York	1887
1st Mortgage	1,489,000	6	May & Nov.	New York	1883	Nashville and Northwestern:					
Cincinnati Loan	100,000	6	" "	Cincinnati	1880	Tenn. State Loan	2,672,000	6	Jan. & July.	New York	188-194
Little Schuylkill:						2d Mortgage	792,050	6	" "	"	71-73
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia	1877	Naugatuck:					
Long Island:						1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport	1876
1st Mortgage	500,000	6	Jan. & July.	New York	1875	Newark and New York:					
Hunter's Point Extension	175,000	7	Feb. & Aug.	"	1890	1st Mortgage	600,000	7	Jan. & July.	New York	18-
Glen Cove Branch	150,000	6	May & Nov.	"	1893	Newburg & New York (Oct. 1, '68):	250,000	7	Jan. & July.	New York	18-
Louisville, Cincin. and Lexington:						1st Mortgage					
1st Mortgage for \$3,000,000	2,628,000	7	Jan. & July.	New York	1897	New Bedford and Taunton:					
Louisville and Frankfort:						1st Mortgage	174,000	6	Jan. & July.	Boston	1881
1st Mortgage	88,000	6	Jan. & July.	New York	'70-'78	New Brunswick and Canada:					
Louisville Loan	100,000	6	" "	"	1881	1st Mortgage, Sterling £220,000	1,100,000	6*	May & Nov.	London	1867
Louisville and Nashville:						Newcastle and Beaver Valley:					
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York	'69-'77	1st Mortgage for \$150,000	125,000	7	May & Nov.	Philadelphia	1882
1st Mortgage, Memphis Branch	287,000	7	May & Nov.	"	'70-'75	2d Mortgage for \$100,000	29,500	7	March & Sept.	"	1877
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	"	96	1st Mortgage	300,000	7	May & Nov.	New York	1888
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	"	1870	2d Mortgage	450,000	7	Jan. & July.	New Haven	1869
Louisville Loan, Main Stem	849,000	6	April & Oct.	"	'80-'85	1st Mort.	200,000	6	April & Oct.	"	1874
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	"	'86-'87	1st Mort. (Hamps. & Hampd.)					
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	"	1886	New Jersey:					
Consolid. 1st mort. for \$8,000,000	7	" "	"	"	1893	Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York	75-87
Louisville, N. Albany & Chicago:						New London Northern:					
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York	1892	1st Mortgage	60,000	7	Jun. & Dec.	New London	1875
Mecon and Brunswick:						1st Mortgage, Extension	370,000	7	March & Sept.	"	1885
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York	1881	New Mortgage	230,000	7	April & Oct.	New York	1888
Mahanoy and Broad Mountain:						N. Orleans, Jackson & Gt. North:					
1st Mortgage	250,000	6	Jan. & July.	Philadelphia	1884	1st Mortgage for \$3,000,000	2,741,000	8	Jan. & July.	New York	1886
Main Central:						2d Mortgage for \$1,500,000	1,157,000	8	April & Oct.	"	1890
\$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston	'90-'91	1st Mortgage	60,000	7	Jun. & Dec.	New London	1875
\$400,000 Loan	307,700	6	June & Dec.	"	'70-'71	1st Mortgage	370,000	7	March & Sept.	"	1885
Bangor City Loan	621,000	6	April & Oct.	"	1874	New Mortgage	230,000	7	April & Oct.	New York	1888
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor	1870	N. Orleans, Jackson & Gt. Wtn:					
Marietta and Cincinnati:						1st Mortgage for \$3,000,000	1,842,000	8	April & Oct.	New York	1889
1st Mortgage	2,500,000	7	Feb. & Aug.	Baltimore	1891	2d Mortgage for \$1,500,000	1,157,000	8	April & Oct.	"	1887
1st Mortgage, Sterling	1,000,000	7	"	London	1891	1st Mort. construction (80 m.)	1,842,000	8	Jan. & July.	New York	46
2d Mortgage	2,500,000	7	May & Nov.	Baltimore	1896	2d Mort. (F.) for \$1,000,000 (80m.)	43,000	8	" "	"	1887
Scioto and Hocking Valley	300,000	7	" "	"	1896	New York Central:					
Memphis and Charleston:						Premium, Sinking Fund Bonds	5,946,689	6	May & Nov.	New York	1883
Tenn. State Loan	1,595,530	6	Jan. & July.	New York	1890	Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	"	1876
1st Mortgage, Convertible	1,293,000	6	May & Nov.	"	1880	Bonds for B. & N. Falls R.R. Co.	76,000	6	May & Nov.	"	1883
2d Mortgage	1,000,000	7	Jan. & July.	"	1897	Bonds for railroad stocks	592,000	6	" "	"	1883
Memphis and Little Rock:						Bonds for real estate	162,000	6	" "	"	87
Tenn. State endorsements	445,000	6	Jan. & July.	New York	1890	Bonds and mortgages	58,215	7	various	"	var.
Mortgage (road and land)	1,300,000	8	May & Nov.	"	1890	Convertible bonds	210,000	7	Feb. & Aug.	"	1876
Ark. State Loan	900,000	7	Jan. & July.	"	1897	Renewal bonds of 1888	2,900,000	6	June & Dec.	"	1887
Michigan Central:						New York and Flushing:					
1st Mortgage, sterling	467,489	6	Jan. & July.	London	1872	1st Mortgage	125,000	7	— & —	New York	18-
1st Mortgage, sterling, convertible	500,000	8	March & Sept.	"	1869	New York and Harlem:					
1st Mortgage, dollars, convertible	1,294,500	8	"	New York	1860	1st Mortgage of 1853	3,000,000	7	May & Nov.	New York	1873-101
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	"	1863
Consol. Sinking Fund Mortgage	4,207,000	8	"	"	1882	New York and New Haven:					
Michigan Southern & North. Ind.						1st Mortgage	1,059,500	6	April & Oct.	New York	1875
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York	1885	2d Mortgage	250,000	6	Feb. & Aug.	New York	1873-1883
2d Mortgage	2,093,000	7	Feb. & Aug.	"	1877	Extension Bonds	250,000	6	May & Nov.	"	1883
Detroit, Monroe & Toledo Mort.	924,000	7	"	"	1876	Norfolk and Petersburg:					
Mifflin and Centre County:						1st Mortgage	110,500	7	Jan. & July.	New York	1875
1st Mortgage	172,500	6	April & Oct.	Philadelphia	1885	1st Mortgage	303,000	8	" "	"	30
Milwaukee & Chicago, (40 miles):						2d Mortgage	43,000	8	" "	Norfolk	1872
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York	1874	2d Mortgage for \$300,000	700,000	7	March & Sept.	Charleston	1869
3d Mortgage, (")	10,500	7	June & Dec.	"	1898	2d Mortgage for \$300,000	145,000	7	"	"	1868
Milwaukee and St. Paul:						North Missouri:					
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York	1893	1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York	1895
2d Mortgage	1,390,000	7	April & Oct.	"	85	2d Mortgage of 1868	4,000,000	7	April & Oct.	"	1898
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	"	1886	North Pennsylvania:					
2d Mortgage (P. du C.)	736,000	7	"	"	1898	1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia	1880
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	"	1897	Chattel Mortgage	360,000	10	April & Oct.	"	1887
Mineral Point:						2d Mortgage	276,500	7	" "	"	109
1st Mortgage	320	10	— & —	New York	1887	2d Mortgage	276,500	7	" "	"	85
Mississippi Central:						North Shore, L. I.:					
1st Mortgage	1,350,000	7	May & Nov.	New York	1873	1st Mortgage	110,200	7	Jan. & July.	New York	1887
2d Mortgage	1,997,000	8	Feb. & Aug.	"	72	2d Mortgage	123,000	6	April & Oct.	Baltimore	1874
Tenn. State Loan	1,278,980	6	Jan. & July.	"	49	3d Mortgage	2,500,000	6	Jan. & July.	"	87
Mississippi and Tennessee:						2d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	86
1st Mortgage	600,000	7	April & Oct.	New York	1876	3d Mortgage, Sinking Fund	952,000	6	Jan. & July.	"	1900
2d Mortgage for \$1,300,000	969,000	8	Jan. & July.	"	85	Consol. Mort. for \$6,000,000	123,000	6	April & Oct.	Boston	1874
Tennessee State Loan	417,500	6	" "	"	1892	Northern New Hampshire:					
Mobile and Girard:											

THE AMERICAN RAILROAD JOURNAL.

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
North Carolina:												
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Co.'s shops.	1867		Portland and Kennebec:	\$230,000	6	April & Oct.	Boston.	1883
New Loan for \$800,000.....		8	"	"	1887		1st Mortgage.....	300,000	6	"	"	1895
Norwich and Worcester:							Consolidated Bonds.....					
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877		Pittsburg, Ft. Wayne & Chicago:	875,000	7	Jan. & July.	New York.	1912
Construction bonds.....	124,500	7	"	"	1877		1st Mortgage (Series A).....	875,000	7	Feb. & Aug.	"	1912
Steamboat mortgage.....	45,000	7	Feb. & Aug.	"	1870		1st Mortgage (Series B).....	875,000	7	March & Sept.	"	1912
Ogdensburg and Lake Champlain:							1st Mortgage (Series C).....	875,000	7	April & Oct.	"	1912
1st Mort. conv. into pref. stock.....	985,000	7	Jan. & July.	Boston.	1870		1st Mortgage (Series D).....	875,000	7	May & Nov.	"	1912
Equipment Bonds.....	300,000	8	"	"	'69-'78		1st Mortgage (Series E).....	875,000	7	June & Dec.	"	1912
Ohio and Mississippi:							1st Mortgage (Series F).....	875,000	7	Jan. & July.	"	1912
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872		2d Mortgage (Series G).....	860,000	7	Feb. & Aug.	"	1912
1st Mortgage, W. Div.....	850,000	7	"	"	1872		2d Mortgage (Series H).....	860,000	7	March & Sept.	"	1912
2d Mortgage, W. Div.....	556,000	7	"	"	1874		2d Mortgage (Series I).....	860,000	7	April & Oct.	"	1912
Income, W. Div.....	221,500	7	April & Oct.	"	1882		2d Mortgage (Series K).....	860,000	7	May & Nov.	"	1912
Consolidated Mort. for \$6,000,000	1,632,000	7	Jan. & July.	"	1898		2d Mortgage (Series L).....	860,000	7	June & Dec.	"	1912
Consolidated Mort. sterling.....	83,420	"	"	"	1898		2d Mortgage (Series M).....	860,000	7	April & Oct.	"	1912
Oil Creek and Allegheny River:							2d Mortgage.....	2,000,000	7	May & Nov.	"	92
1st Mortgage.....	3,170,000	7	Jan. & July.	Philadelphia.	1897		Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.		
Old Colony and Newport:							Placerville and Sacramento:					
Company Bonds.....	1,000,000	6	March & Sept.	Boston.	1876		1st Mortgage.....	225,000	10	Jan. & July.	San Francisco.	1894
Company Bonds.....	458,000	6	April & Oct.	"	1875		1st Mortgage.....	525,000	10*	"	"	1894
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877		Providence, Warren and Bristol:					
Orange, Alexandria & Manassas:							1st Mortgage.....	100,000	8	March & Sept.	Providence.	1872
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873		50,000	8	June & Dec.	"	1877	
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875		Quincy and Toledo:					
3d Mort. "	573,500	8	May & Nov.	Richmond.	1873		1st Mortgage.....	500,000	7	May & Nov.	New York.	1890
4th Mort. "	331,700	8	March & Sept.	Alexandria.	1880		Raritan and Delaware Bay:					
1st Mort. (general).....	708,000	7	Jan. & July.	New York.	1882		1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888
Va. State Loan.....	249,962	6	"	"	1887		2d Mortgage.....	250,000	7	"	"	1888
Osage Valley:							Equipment Bonds, convertible.....	296,000	7	"	"	1876
1st Mortgage 5-20 years.....	200,000	10	Jan. & July.	New York.	1888		Reading and Columbia:					
Oswego and Rome:							1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882
1st Mort. guar. by R. W. & O..	500,000	7	May & Nov.	New York.	1916		2d Mortgage.....	350,000	7	June & Dec.	"	1884
Income.....	200,000	6	Feb. & Aug.	"	1891		Rensselaer and Saratoga:					
Oswego and Syracuse:							1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873
1st Mortgage.....	498,500	6	May & Nov.	New York.	'70-'80		1st Mortgage (Sar. & Whitehall).....	400,000	7	March & Sept.	"	1886
2d Mortgage.....	375,000	7	"	"	1885		1st Mort. (Troy, Salem & Rutl.).....	500,000	7	May & Nov.	"	1890
Pacific of Mo.:							2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87
Mortgage, construction.....	1,500,000	7	Jan. & July.	New York.	1880		Richmond and Danville:					
St. Louis Loan.....	700,000	6	"	"	'71-'73		Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88
1st (new) Mortgage.....	7,000,000	6*	Feb. & Aug.	New York.	1888		Bonds guaranteed by Virginia.....	161,600	6	"	"	'75-'76
Panama:							Consolidated, coupon.....	1,298,000	6	May & Nov.	Richmond.	'75-'90
1st Mortgage, Sterling.....	416,000	7*	April & Oct.	London.	1870		Consolidated, registered.....	408,500	6	"	"	
1st Mortgage, Sterling.....	346,000	7*	"	"	1875		Rich, Frederickburg & Potomac:					
2d Mortgage, Sterling.....	1,150,000	7*	Feb. & Aug.	"	1872		Company Bonds, sterling.....	67,778	6*	Jan. & July.	London.	1875
Paterson and Newark:							Company Bonds, dollar.....	172,800	7	"	Richmond.	1875
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1888		Richmond and Petersburg:					
Pemberton and Hightstown:							Company Bonds (coup. & reg.).....	130,500	7	June & Dec.	N. Y. & Rich.	1875
1st Mortgage endorsed.....	500,000	7	— & —	New York.	1877		Company Bonds (coupons).....	175,000	8	March & Sept.	Philadelphia.	1870
Peninsula (C. & N. W.):							Richmond and York River:					
1st Mortgage.....	1,010,000	7	March & Sept.	New York.	1898		1st Mortgage.....	600,000	8	— & —	New York.	18—
Pennsylvania:							Roanoke Valley (R. & Dan.):					
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880		1st Mortgage.....	160,800	7	Feb. & Aug.	Richmond.	'69-'76
2d Mort. { Harrisb. to Pittsb.}	2,594,000	6	April & Oct.	"	1875		Rockford, R. Island & St. Louis:					
2d Mort. stg.	2,283,840	6	"	"	1875		1st Mortgage, convertible, S.F. free.....	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919
General Mortgage.....	1,545,000	6	J. A. J. & O.	Philadelphia.	1910		Rock Island and Peoria:					
State lien on whole property.....	6,232,755	5	April & Oct.	Harrisburg.	1891		1st Mortgage.....	1,384,000	7	— & —	New York.	18—
Short Bonds and Debentures.....	3,520,728	6	J. A. J. & O.	Philadelphia.	'69-'71		Rome, Watertown & Ogdensb.:					
Pennsylvania and New York:							1st Mortgage, convertible, S.F. free.....	571,000	7	June & Dec.	New York.	1891
1st Mortgage guaranteed.....	2,667,000	7	— & —	Philadelphia.	18—		Sink Fund (Watert. & Rome).....	757,500	7	March & Sept.	"	100
Pensacola and Georgia:							1st Mort. (Potsdam & Watert.).....	511,500	7	June & Dec.	"	'69-'74
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—		Rutland and Burlington:					
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18—		1st Mort. conv. into pref. stock.....	1,800,000	7	Feb. & Aug.	Boston.	1863
2d Mortgage.....	255,000	8	"	"	18—		2d Mort. conv. into com. stock.....	937,500	7	"	"	140 $\frac{1}{2}$
Peoria and Bureau Valley:												60
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—		Sacramento Valley:					
Peoria, Pekin and Jacksonville:							1st Mortgage.....	400,000	10*	Jan. & July.	New York.	1875
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887		2d Mortgage.....	329,000	10*	Feb. & Aug.	Sacramento.	1881
Perkiomen:												
1st Mortgage.....	255,000	6	— & —	Philadelphia.	18—		St. Joseph and Council Bluffs:					
Perth Amboy and Woodbridge:							1st Mortgage (in Missouri 80 m.).....	1,400,000	10	March & Sept.	Boston.	1893
1st Mortgage, guaranteed.....	100,000	6	— & —	New York.	18—		1st Mortgage (in Iowa 62 m.).....	150,000	10	"	"	1893
Philadelphia and Baltimore Cent.:							2d Mortgage (in " " ").....	500,000	7	— & —	"	1892
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876		St. Louis, Alton and Terre Haute:					
Philadelphia and Erie:							1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894
1st Mortgage (Sunbury & Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877		1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894
1st Mortgage (General).....	5,000,000	6	"	"	1881		2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	"	1894
2d Mortgage.....	4,000,000	7	"	"	1881		2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	"	1894
3d Mortgage for \$3,000,000.....	600,000	7	Jan. & July.	"	1886		2d Mortgage Income (Series E).....	1,700,000	7	"	"	76
Philadelphia, German & Norrist. Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882		St. Louis and Iron Mountain:					
Philadelphia and Reading:							1st Mortgage for \$4,000,000.....	3,000,000	7	Feb. & Aug.	New York.	1892
Bonds of 1849.....	401,600	6	April & Oct.	Philadelphia.	1870		2d Mortgage for \$4,000,000.....	3,000,000	7	April & Oct.	"	81
Bonds of 1861.....	108,000	6	Jan. & July.	"	1871		St. Louis, Jacksonville & Chicago:					
Bonds of 1836-43-44-48 and 49.	2,497,800	6	"	"	1880		1st Mortgage (\$15,000 per mile).....	2,365,000	7	April & Oct.	New York.	1884
Bonds of 1857, convertible.....	171,500	6	"	"	1886		2d Mortgage (\$5,000 per mile).....	360,000	7	Jan. & July.	"	1884
Bonds of 1830, Sterling.....	182,400	5	"	"	1880		St. Louis and St. Joseph:					
Bonds of 1836, Sterling, conv....	288,000	7*	"	"	1886		1st Mortgage.....	1,000,000	6*	May & Nov.	New York.	1893
Bonds of 1868 for renewals.....	477,500	6	April & Oct.	"	1893		2d Mortgage.....	1,000,000	6*	May & Nov.	"	
Mort. bonds of '68, clear of taxes 2,256,000	2,256,000	7	"	"	1886		St. Paul and Pacific 1st Division:					
Philadelphia and Trenton:							1st Mortgage (10 miles).....	120,000	8	March & Sept.	New York.	1892
1st Mort. (Camden & Amboy).....	200,000	6	May & Nov.	Philadelphia.	1868		1st Mort. (70 m.) & 2d M. (10 m.).....	700,000	7	Jan. & July.	"	1892
Philadelphia, Wilmington & Balt.: Mortgage Loan, convertible.....	385,000	6	Jan. & July.	Philadelphia.	1884		2d Mortgage and Land Grant.....	1,200,000	7	June & Dec.	"	1892
Bonds of 1866.....	1,000,000	6	April & Oct.	"	'71-'76		Gen'ral Mort., stg. for \$780,000.....	400,000	7	Jan. & July.	London.	18—
Bonds of 1867.....	945,000	6	"	"	1887		General Mort., dol. for \$2,020,000.....	1,200,000	7	"	New York.	18—
Pittsburg, Cincinnati & St. Louis: 1st Mortgage, guaranteed.....	4,008,000	7	Feb. & Aug.	Philadelphia.	1900		St. Paul and Sioux City:					
Pittsburg and Connellsburg:		</td										

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Seaboard and Roanoke:											
1st Mortgage.....	\$210,000	7	— & —	New York.	1880						
3d Mortgage.....	71,000	7	— & —	" "	1870						
Seima and Meridian:											
1st Mortgage.....	79,873	— & —	— & —				Vicksburg and Meridian:				
2d Mortgage.....	52,000	— & —	— & —				Consolidated Mort.—1st class ..	\$722,500	7	Apr. & Oct.	Philadelphia.
3d Mortgage.....	665,000	— & —	— & —				" 2d class ..	850,000	7	or	"
Selma Rome and Dalton:							" 3d class ..	154,000	7	Jan. & Jul.	"
1st Mort. (Ala. and Tenn. River).....	838,000	7	Jan. & July.	New York.	1872		" 4th class ..	1,263,000	7	"	"
2d Mort. (Ala. and Tenn. River).....	241,100	8	" "	"	1864		Virginia and Tennessee:				
Gen. Mort. (S.R.&D.) free of tax.....	5,000,000	7	April & Oct.	" "	1887		1st Mortgage.....	494,000	6	June & Dec.	New York.
Shamokin Valley and Pottsville:							2d Mortgage.....	23,500	6	" "	"
1st Mortgage.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	72	3d Mortgage (Enlarged).....	990,000	6	" "	"
Sheboygan and Fond Lac:							Income Bonds.....	138,500	6	" "	"
1st Mortgage.....	264,000	7	Feb. & Aug.	New York.	1884		Funding Bonds (\$1,000,000).....	736,000	8	" "	"
Siou City and Pacific:							Warren:				
1st Mortgage.....	1,628,320	7	April & Oct.	New York.	1898		1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.
3d Mortgage (Gov. subsidy).....	1,628,320	6	Jan. & July.	" "	1898		Warwick Valley:	85,000	7	April & Oct.	New York.
Somerset and Kennebec:							Western Alabama:	500,000	7	April & Oct.	New York.
1st Mortgage.....	300,000	6	June & Dec	Augusta.	1874		1st Mortgage, guar.....	1,000,000	7	Jan. & July.	London.
2d Mortgage.....	250,000	6	"	"	1876		West Chester and Philadelphia:				
Show Line (N. H. & N. L.):							1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880		2d Mortgage, registered	562,000	8	April & Oct.	"
South Carolina:							West Jersey:				
Sterling Bonds £452,912½.....	2,612,944	5*	Jan. & July.	London.	'71-'85		Loan of 1883 for \$1,000,000	238,000	6	March & Sept.	Philadelphia.
Sterling Bonds £59,031½.....	262,366	5*	"	Charleston.	'71-'85		Loan of 1890 for \$1,000,000	983,500	6	Jan. & July.	"
Domestic Bonds.....	418,010	6	"	"	'73-'74		Western (Boston and Albany).....				
Domestic Bonds.....	563,500	7	April & Oct.	"	'69-'72		Sterling Loans, £899,000.....	2,051,520	5*	April & Oct.	London.
Domestic Bonds.....	353,500	7	Jan. & July.	"	'88-'91		Dollar Bonds.....	798,000	6	"	Boston.
South and North Alabama:							Western Maryland:				
1st Mort. (\$16,000 p.m.) endorsed.....	8	— & —		New York.	1889		1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.
South Shore:							2d Mort. for \$300,000, end. by B.	300,000	6	"	"
1st Mortgage.....	150,000	6	April & Oct.	Boston.	1880	90	2d M. for \$300,000, end. by W.C.O.	300,000	6	"	"
South Side, Va.:							Western Pennsylvania:				
Virginia State Loan.....	800,000	6	Jan. & July.	New York.	1887		1st Mortgage, guaranteed.....	1,800,000	6	April & Oct.	Philadelphia.
2d Mort., guar. by Petersburg.....	300,000	6	"	Petersburg.	'70-'75	654	Western Union:				
3d Mort. (for City Point R. R.).....	175,000	6	"	"	'65-'68		1st Mortgage for \$5,000,000	4,000,000	7	Feb. & Aug.	New York.
4th Mortgage.....	317,000	6	"	"	'70-'72		Whitefield and Plattsburg:	250,000	7	Jan. & July.	New York.
Consel. Mortgage.....	8	"	"	New York.	'84-'90		1st Mortgage.....	150,000	6	Jan. & July.	Philadelphia.
South Side, L. I.:							Wicomico and Pocomoke:				
1st Mortgage.....	750,000	7	March & Sept.	New York.	1887		Wilms., Charlotte & Rutherford:				
South Western:							N. Car. State Loan.....	2,320,000	6	Jan. & July.	New York.
1st Mortgage.....	430,000	8	various.	Macon.	'75-'85		1st Mortgage guar. by State.....	8	"	"	"
South West Pacific:							Wilmington and Manchester:				
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871		1st Mortgage, 1st pref.....	725,000	7	June & Dec.	New York.
Southern Minnesota:							2d Mortgage, 2d pref.....	146,000	7	"	"
1st Mort. (10-20 yrs) \$20,000 p.m.	8	Jan. & July.	New York.	1888			1st Mortgage, 3d pref.....	528,000	7	"	"
Springfield and Columbus:							2d Mortgage.....	80,000	7	May & Nov.	"
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1871		Wilmington and Weldon:				
Staten Island:							1st Mortgage, Sterling.....	576,888	6*	Jan. & July.	London.
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886		2d Mortgage, Sterling.....	197,777	7*	May & Nov.	"
Sterling Mountain:							Sinking Fund Mortgage.....	508,000	7	Jan. & July.	New York.
1st Mortgage.....	350,000	7	— & —	New York.	1874		York and Cumberland (N. Cent.):				
Sullivan:							1st Mortgage.....	175,000	6	May & Nov.	Baltimore.
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875		2d Mortgage.....	25,000	6	Jan. & July.	"
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880		3d Mortgage.....	500,000	6	"	"
Syracuse, Binghamton and N. Y.:							CANAL BONDS:				
1st Mortgage.....	1,720,000	7	April & Oct.	New York.	1876		Chesapeake and Delaware:				
Summit Branch:							1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia.
1st Mortgage.....	528,000	6	— & —	Philadelphia.	18—		Chesapeake and Ohio:				
Sussex:							State (Md.) Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.
1st Mortgage.....	200,000	6	— & —	New York.	18—		Sterling, guaranteed.....	4,375,000	5*	"	London.
Tioga:							Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.
1st Mortgage.....	250,500	7	May & Nov.	Philadelphia.	1872	95	Delaware Division:				
Toledo, Peoria and Warsaw:							1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	84	Delaware and Hudson:				
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	83	1st Mortgage.....	531,000	7	March & Sept.	New York.
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"	1886	...	1st Mortgage (new).....	1,500,000	7	May & Nov.	"
Toledo, Wabash and Western:							Delaware and Raritan (See Camden and Ambro R. R.):				
1st Mort. (Tol. & Ill. 75 m.).....	900,000	7	Feb. & Aug.	New York.	1890	89	1st Mortgage.....	673,798	7	Jan. & July.	Philadelphia.
1st M.L.Erie, W. & St.L. 167 m.).....	2,500,000	7	"	"	1890	84	Interest Bonds.....	161,960	7	"	"
2d Mort. (Tol. & Wabash 75 m.).....	1,000,000	7	May & Nov.	"	1878	84	Erie of Pennsylvania:				
2d Mort. (Wab. & West. 167 m.).....	1,500,000	7	"	"	1871	79	1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia.
Equipm't Bonds (T. & W. 75 m.).....	600,000	7	"	"	1883	79	2d Mortgage.....	531,000	7	Jan. & July.	"
Equipm't Bonds (T. & W. & W. 499 m.).....	2,332,000	7	F. M. A. & N.	"	1907	85	1st Mortgage (new).....	1,500,000	7	May & Nov.	"
Troy and Boston:							Delaware and Hudson:				
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887		1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.
2d Mortgage.....	300,000	7	April & Oct.	"	1885		2d Mortgage.....	531,000	7	March & Sept.	New York.
Convertible Bonds.....	650,000	7	May & Nov.	"	1875		2d Mortgage.....	1,500,000	7	May & Nov.	"
Troy Union:							Delaware and Raritan (See Camden and Ambro R. R.):				
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873		1st Mortgage.....	673,798	7	Jan. & July.	Philadelphia.
2d Mortgage, guaranteed.....	360,000	6	"	"	1878		Interest Bonds.....	161,960	7	"	"
Union Pacific:							Illinois and Michigan:				
1st Mortgage, free.....	25,998,000	6*	Jan. & July.	New York.	'95-'99	86	Ill. State bonds, sterling, coupon.....	787,222	6*	April & Oct.	London.
2d Mortgage (Gov. subsidy).....	25,998,000	6	"	"	'95-'99	...	Ill. State bonds, sterling, reg.....	500,967	6*	"	"
Union Pacific—Central Branch:							Ill. State bonds, stdg. coup. & reg.....	32,700	6*	"	"
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895		Ill. State bds, cur., coup. & reg.....	35,400	6	Jan. & July.	"
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	"	1895		Lehigh Coal and Navigation:				
Union Pacific—Eastern Division:							1st Loan.....	384,162	6	J. A. J. & O.	Philadelphia.
1st Mortgage on 130 miles.....	2,240,000	6*	Feb. & Aug.	New York.	1895		2d Loan.....	5,606,122	6	"	"
1st Mortgage on 254 miles.....	4,063,000	6*	June & Dec.	"	1896		3d Loan.....	2,000,000	6	"	"
1st Mort. (Leavenworth Br.).....	6,303,000	7	Jan. & June.	"	"		Gold Loan.....	5,000,000	6	June & Dec.	"
Land Grant Mort. for \$500,000.....	600,000	7	May & Nov.	"	1896		Convertible Loan.....	1,201,850	6	"	"
Income bonds \$10,000 p. m.	361,000	7	March & Sept.	"	"		Monongahela Navigation:				
Vermont Central:							1st Mortgage.....	125,000	6	Jan. & July.	Pittsburg.
1st Mortgage.....	3,000,000	7	June & Dec.	Philadelphia.	1886	82	2d Mortgage.....	57,000	6	"	"
2d Mortgage.....	1,500,000	7	"	Boston.	1891	38	Morris (and Banking):				
Equip. Loan (Vt. C. & Vt. & Co.)	1,000,000	8	May & Nov.	"	"		1st Mortgage.....	465,500	6	April & Oct.	Jersey City.
Vermont and Massachusetts:							2d Mortgage.....	302,750	6	"	"
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	90	Boat Loan.....	232,087	6	"	"
Vermont Valley:							North Branch:				
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860		1st Mortgage.....	590,000	6	May & Nov.	Philadelphia.
1st Mortgage.....	114,000	6	"	Boston.	1860		2d Mortgage.....	57,000	6	"	"
2d Mortgage.....	293,200	7	"	"	"		Morris (and Banking):				
Vermont Central:							1st Mortgage.....	1,764,550	6*	March & Sept.	Philadelphia.
1st Mortgage.....	3,000,000	7	June & Dec.	Philadelphia.	1886	82	2d Mortgage.....	3,980,670	6	Jan. & July.	"
2d Mortgage.....	1,500,000	7	"	Boston.	1891	38	Improvement Loan.....	1,601,670	6	May & Nov.	"
Vermont and Massachusetts:							Susquehanna and Tide Water:				
1st Mortgage.....	1,000,000	8	May & Nov.	"	"		1				

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "*Railcas.*" Stateaid Railroads are distinguished by a "*W.*"

Abstract of General Balance Sheet.

Railroad	Property and Assets.			Liabilities.			Operations.			Earnings.			Value of Shares.		
	Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Bonds.	Stock.	Surplus Income.	Accounts.	Passenger.	Freight.	Tons.	Net.	Dividends.	Market Par.	Per cent.
Sept. 30, 1868	\$25,000	*	\$4,103,000	\$915,000	\$13,711	\$13,711	26,000	15,972	10,719	8,439	20,900,000	177	100	100	100
Jun. 30, 1869	25,000	23,000	1,861,398	2,802,000	660,000	401,830	120,000	29,926	7,081,364	4,250,180	635,823	227,819	100	100	100
Sept. 30, 1868	125,000	112,000	1,241,250	4,000,000	1,801,643	.....	132,000	120,113	362,200	570,186	946,406	446,907	50	100	100
Jan. 31, 1869	125,000	120,480	1,241,250	4,000,000	1,801,643	.....	68,000	49,327	120,113	67,700	186,226	76,428	76,428	100	100
Jun. 30, 1868	26,500	4,900	201,000	186,000	.....	.....	.....	.....	.....	.....	.....	7,000	100	100	100
Nov. 30, 1868	23,000	4,900	201,000	186,000	.....	.....	.....	.....	.....	.....	.....	111,667	8	100	96
Jun. 30, 1868	86,700	8,200	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Oct. 31, 1868	87,300	8,200	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	227,000	45,000	6,613	10,160	285,0	285,0	.....	.....	.....	.....	.....	105,976	100	100	36
Dec. 31, 1868	227,000	45,000	6,613	10,160	285,0	285,0	.....	.....	.....	.....	.....	96,974	100	100	36
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	184,000	4,900	117,052	27,798,923	30,989,901	1,049,250	6,613	31,470	50,7	.....	461,648	1,367,396	50	100	100
Dec. 31, 1868	1														

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Mark. (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertainable."

Land Grant Railroads are printed in " Italics." State-old Railroads are distinguished by a " 1/2."

Abstract of General Balance Sheet.

Railroad.	Property and Assets.		Liabilities.		Operations.		Earnings.	
	Railroad.		Accounts and Cash.		Passenger.		Freight.	
	Rolling Stock.	Assets.	Bonds.	Stocks.	Number.	Tons.	Gross.	Net.
Oct. 31, 1868 80.0	20	6	3,149 ^{1/2}	Lackawanna and Bloomsburg	2,348,080	80.0	\$42,567	302,838
Jun. 30, 1868 37.0	2	1	25	Lake Erie and Louisville	500,000	37.0	46,056	50,000
Jun. 30, 1868 96.5	56.0	84	68	Lake Shore (C. & A.)	500,000	1,211,700	500,000	1,076
Jun. 30, 1868 470,814	1,3	185	62	Lake Shore and Michigan Southern	500,000	2,408,864	500,000	1,100
Oct. 31, 1868 105.9	48.0	18.0	53	Lake Shore and Susquehanna	500,000	619.8	167,324	109,924
Nov. 30, 1868 101.0	198.5	22	11	Léhigh Valley	500,000	163.0	918,774	325,468
Dec. 31, 1868 6.6	0.6	2	6	Lehigh and Allentown	500,000	198.5	1,145.701	50,1124
Dec. 31, 1868 12.0	0.8	2	2	Lexington and Big Sandy	500,000	241.0	23,960	2,098
Jun. 30, 1869 29.0	2.7	—	137	Lexington and Big Sandy	500,000	300.0	22,757	100
Jun. 30, 1868 84.2	48.0	—	—	Lexington and Big Sandy	500,000	37.0	29,000	100
Jun. 30, 1868 15.3	1.4	—	—	Little Miami and Col. & Xenia (Joint)	500,000	1,211,700	500,000	1,076
Oct. 31, 1868 28.8	3.0	16.6	—	Little Miami and Col. & Xenia (Joint)	500,000	1,211,700	500,000	1,076
Dec. 31, 1868 9.0	2.0	—	—	Little Schuylkill	500,000	1,211,700	500,000	1,076
Sep. 30, 1868 94.0	25.0	10.5	2	Long Branch and Sea-Shore	500,000	241.0	23,960	2,098
Sep. 30, 1868 9.4	9.2	—	—	Long Island	500,000	300.0	22,757	100
Jun. 30, 1869 94.4	81.0	6.5	26	Long Island	500,000	37.0	29,000	100
Jun. 30, 1868 65.0	6.5	—	—	Louisville and Frankfort	500,000	1,211,700	500,000	1,076
Jun. 30, 1868 186.0	163.2	33.7	45	Louisville and Frankfort	500,000	37.0	29,000	100
Jun. 30, 1868 124.4	25.8	6.6	23	Louisville and Nashville	500,000	1,211,700	500,000	1,076
Oct. 31, 1868 21.0	—	2.3	2	Lowell and Lawrence	500,000	1,211,700	500,000	1,076
Dec. 31, 1868 60.0	—	6.0	3	Lyons Valley	500,000	1,211,700	500,000	1,076
Nov. 30, 1867 102.5	10.0	—	—	Macon and Brunswick	500,000	1,211,700	500,000	1,076
Dec. 31, 1868 300.0	—	17	8	McGraw and Western	500,000	1,211,700	500,000	1,076
Dec. 31, 1868 34.2	—	—	—	McGrath and Sons City	500,000	1,211,700	500,000	1,076
Jun. 30, 1868 72.0	18.0	—	—	McMillinville and Manchester	500,000	1,211,700	500,000	1,076
Jun. 30, 1868 12.6	2.6	1	70	Mahanoy and Broad Mountain	500,000	1,211,700	500,000	1,076
Jun. 30, 1868 109.8	8.2	26.0	14	Maine Central	500,000	1,211,700	500,000	1,076
Dec. 31, 1868 22.4	—	—	—	Maine, N. H. & Mass.	500,000	1,211,700	500,000	1,076
Mar. 31, 1868 19.0	—	—	—	Manchester and North Wear	500,000	1,211,700	500,000	1,076
Dec. 31, 1868 190.8	86.0	—	—	Manchester and Cincinnati	500,000	1,211,700	500,000	1,076
Dec. 31, 1868 30.0	—	22.6	52	Marletta and Cincinnati	500,000	1,211,700	500,000	1,076
Dec. 31, 1868 32.0	—	22.0	—	Maryland and Delaware	500,000	1,211,700	500,000	1,076
Jun. 30, 1868 34.2	—	—	55	Memphis and Charlevoix	500,000	1,211,700	500,000	1,076
Jun. 30, 1868 12.6	2.6	1	70	Memphis and Charlevoix	500,000	1,211,700	500,000	1,076
Jun. 30, 1868 130.6	6.1	—	—	Memphis, Clarksville and Louisville	500,000	1,211,700	500,000	1,076
Jun. 30, 1868 8.3	—	—	—	Memphis, Clarksville and Louisville	500,000	1,211,700	500,000	1,076
Mar. 31, 1869 22.4	—	—	—	Michigan Central	500,000	1,211,700	500,000	1,076
Feb. 28, 1869 128.4	39.1	—	—	Michigan Central and Toledo	500,000	1,211,700	500,000	1,076
Feb. 28, 1869 168.4	46.6	70.0	101	Michigan, South and North Ind.	500,000	1,211,700	500,000	1,076
Sept. 30, 1868 12.0	—	1.0	—	Middleton, Union and Water Gap	500,000	1,211,700	500,000	1,076
Dec. 31, 1868 6.6	—	—	—	Milstone and New Brunswick	500,000	1,211,700	500,000	1,076
Dec. 31, 1868 100.0	63.4	—	—	Milwaukee and New Brunswick	500,000	1,211,700	500,000	1,076
Oct. 31, 1868 24.5	58.8	62.3	35	Minneapolis and St. Paul	500,000	1,211,700	500,000	1,076
Oct. 31, 1868 33.0	10.0	1.0	4	Mineral Point	500,000	1,211,700	500,000	1,076
Aug. 31, 1868 236.0	13.0	26	17	Mississippi and Tennessee	500,000	1,211,700	500,000	1,076
Sept. 30, 1868 99.2	—	4.7	10	Mississippi and Tennessee	500,000	1,211,700	500,000	1,076
May 31, 1868 63.5	4.0	16.4	6	Mobile and Girard	500,000	1,211,700	500,000	1,076
May 31, 1868 472.0	14.5	—	—	Mobile and Ohio	500,000	1,211,700	500,000	1,076
Jan. 31, 1868 32.0	10	94.5	71	Montgomery and Ohio	500,000	1,211,700	500,000	1,076
Jan. 31, 1868 57.0	1.3	68.0	3	New Orleans and Galveston	500,000	1,211,700	500,000	1,076
Jan. 31, 1868 28.4	—	97.2	21	New Orleans and Galveston	500,000	1,211,700	500,000	1,076
Dec. 31, 1868 84.0	4.0	63.7	55	New York and Canada	500,000	1,211,700	500,000	1,076
Dec. 31, 1868 88.0	—	15.7	12	Newcastle and Beaver Valley	500,000	1,211,700	500,000	1,076
Jun. 30, 1868 161.0	22.0	10.0	51	New Haven and Chattanooga	500,000	1,211,700	500,000	1,076
Sept. 30, 1868 120.0	8.0	—	23	New Haven and Northampton Conn.	500,000	1,211,700	500,000	1,076
Dec. 31, 1868 47.0	—	4.7	4	New Haven and Dearborn Conn.	500,000	1,211,700	500,000	1,076
Dec. 31, 1868 32.0	—	2.2	2	New Haven and New Haven	500,000	1,211,700	500,000	1,076
Dec. 31, 1868 57.0	—	1.3	—	New Haven and New Haven	500,000	1,211,700	500,000	1,076
Dec. 31, 1868 20.0	—	—	10.8	New London Northern Conn.	500,000	1,211,700	500,000	1,076
Dec. 31, 1868 1.5	—	—	1.4	New Bedford and Taunton	500,000	1,211,700	500,000	1,076
Dec. 31, 1868 88.0	30.0	12.1	9	New Brunswick and Canada	500,000	1,211,700	500,000	1,076
Dec. 31, 1868 14.9	—	—	—	New Haven and New Haven	500,000	1,211,700	500,000	1,076
Oct. 31, 1868 6.0	—	2.6	—	New Haven and New Haven	500,000	1,211,700	500,000	1,076
Oct. 31, 1868 9.0	—	—	6	New Haven and New Haven	500,000	1,211,700	500,000	1,076
Dec. 31, 1868 33.9	—	—	37	New Haven and New Haven	500,000	1,211,700	500,000	1,076
Dec. 31, 1868 172.5	—	—	15	New Haven and New Haven	500,000	1,211,700	500,000	1,076
Dec. 31, 1868 57.0	—	—	13	New Haven and New Haven	500,000	1,211,700	500,000	1,076
Dec. 31, 1868 62.3	—	—	7	New Haven and New Haven	500,000	1,211,700	500,000	1,076
Dec. 31, 1868 62.0	2.8	9.6	28.0	New Bedford and Taunton	500,000	1,211,700	500,000	1,076
Dec. 31, 1868 14.9	—	—	—	New Bedford and Taunton	500,000	1,211,700	500,000	1,076
Dec. 31, 1868 12.0	—	2.6	—	New Bedford and Taunton	500,000	1,211,700	500,000	1,076
Dec. 31, 1868 8.0	—	—	6	New Bedford and Taunton	500,000	1,211,700	500,000	1,076
Dec. 31, 1868 6.1	—	34.7	3	New Haven and New Haven	500,000	1,211,700	500,000	1,076
Dec. 31, 1868 10.0	—	—	3	New Haven and New Haven	500,000	1,211,700	500,000	1,076
Dec. 31, 1868 10.8	—	—	15	New Haven and New Haven	500,000	1,211,700	500,000	1,076
Dec. 31, 1868 1.5	—	—	1.4	New Haven and New Haven	500,000	1,211,700	500,000	1,076
Dec. 31, 1868 24.0	—	37	88	New Haven and New Haven	500,000	1,211,700	500,000	1,076
Dec. 31, 1868 12.1	—	6.8	24	New Haven and New Haven	500,000	1,211,700	500,000	1,076
Dec. 31, 1868 14.9	—	—	—	New Haven and New Haven	500,000	1,211,700	500,000	1,076
Dec. 31, 1868 13.0	—	16	17	New Haven and New Haven	500,000	1,211,700	500,000	1,076
Dec. 31, 1868 8.6	—	—	7	New Haven and New Haven	500,000	1,211,700	500,000	1,076
Dec. 31, 1868 4.0	—	3.7	—	New Haven and New Haven	500,000	1,211,700	500,000	1,076
Dec. 31, 1868 8.0	—	—	24	New Haven and New Haven	500,000	1,211,700	500,000	1,076
Dec. 31, 1868 8.9	—	—	24	New Haven and New Haven	500,000	1,211,700	500,000	1,076

Railroad.	Dividends.		Operations.		Earnings.	
	Market.		Carried one mile.		Freight.	
	Par.	Div.	Trains Moved.	Passenger.	Number.	Tons.
Oct. 31, 1868 80.0	20	6	3,149 ^{1/2}	Lackawanna and Bloomsburg	2,348,080	80.0
Jun. 30, 1868 37.0	2	1	25	Lake Erie and Louisville	700,000	37.0
Jun. 30, 1868 96.5	56.0	84	31	Lake Erie and Louisville	500,000	1,211,700
Jun. 30, 1868 407,814	53	516,823	1,211,700	Lake Erie and Louisville	500,000	1,211,700
Jun. 30, 1868 182,941	55	533,327	1,211,700	Lake Erie and Louisville	500,000	1,211,700
Jun. 30, 1868 182,941	55	533,327	1,211,700	Lake Erie and Louisville	500,000	1,211,700
Oct. 31, 1868 105.9	48.0	117,327	1,211,700	Lake Erie and Louisville	500,000	1,211,700
Oct. 31, 1868 105.9	48.0	117,327</td				

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad," A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics." Stateaid Railroads are distinguished by a "S."

Abstract of General Balance Sheet.

Railroad.	Rolling Stock.			Companies.			Property and Assets.			Accounts and Cash.			Surplus Income.			Liabilities.			Value of Shares.			
	Years ending	Cars.	Freight.	B. M. E.	Pass.	Engines.	Railroad.	Rolling Stock.	Assets.	Accounts.	Bonds.	Stocks.	Accounts and Cash.	M.	M.	M.	M.	M.	M.	M.	M.	
Dec. 31, 1868	91.0	23840	26	20	8	320	Southwest.	208,702	227,634	3,210,000	420,000	386,016	180,224	91.0	920,544	342,759	100	100	100	100		
July 31, 1868	107,6100.0	6.5	2	4	2	25	Spartanburg and Union.	1,319,513	25,000	600,000	200,000	65,000	130,000	13.0	103,622	103,680	78	100	100	100		
Dec. 31, 1868	68.0	...	3	6	1	6	Staten Island.	356,301	*	368,080	350,000	448,700	27,700	13.0	62,197	2,788,824	486,794	47,908	29,700	7	100	
Sept. 30, 1868	13.0	...	1.0	1.0	1.0	142	Sterling Mountain.	411,122	*	416,186	380,000	448,700	27,700	7.6	11,926	to Boston & Lowell.	11,409	31,409	7	100		
Nov. 30, 1868	7.8	...	1.1	1.1	1.1	Stockbridge and Pittfield.	448,700	*	448,700	267,300	274,400	200,000	12.0	13.0	(Leased to Boston & Lowell.)	19,773	16,970	61	100	100	100	
Dec. 31, 1868	21.9	...	1.0	1.0	1.0	Stony Brook.	267,293	*	274,400	274,400	274,400	200,000	12.0	12.0	(Leased to Boston & Lowell.)	11,705	26,942	6	100	100	100	
Nov. 30, 1868	13.2	...	1.0	1.0	1.0	Sullivan and Erie.	267,293	*	274,400	274,400	274,400	200,000	12.0	12.0	(Leased to Boston & Lowell.)	21,737	6	100	100	100		
Oct. 31, 1868	12.0	...	1.0	1.0	1.0	Pennsylvania.	3,468,116	*	3,274,000	1,720,000	3,274,000	2,620,000	148,453	81.0	12.0	(Leased to Boston & Lowell.)	1,180,386	662,605	12	100	100	100
Dec. 31, 1868	12.0	...	1.0	1.0	1.0	New Jersey.	474,400	*	474,400	1,720,000	1,720,000	1,720,000	148,453	81.0	12.0	(Leased to Boston & Lowell.)	337,080	165,990	50	100	100	100
Sept. 30, 1868	60.0	12	14	3	100	Sussex.	286,827	*	3,601,740	108,977	1,720,000	1,720,000	148,453	81.0	12.0	(Leased to Boston & Lowell.)	750,201	123,588	100	100	100	100
Dec. 31, 1868	60.0	12	14	3	100	New York.	9,100,000	*	3,601,740	108,977	1,720,000	1,720,000	148,453	81.0	12.0	(Leased to Boston & Lowell.)	4,013,201	7	100	100	100	100
Sept. 30, 1868	60.0	12	14	3	100	Tennessee and Pacific.	1,923,732	*	362,249	1,720,000	1,720,000	1,720,000	148,453	81.0	12.0	(Leased to Boston & Lowell.)	617,000	244,944	7	100	100	100
Dec. 31, 1868	60.0	12	14	3	100	Indiana.	1,990,706	*	677,235	425,977	1,988,150	260,000	148,453	81.0	12.0	(Leased to Boston & Lowell.)	32,000	R. R.	100	100	100	100
Oct. 31, 1868	22.0	...	1.0	1.0	1.0	Missouri.	3,210,000	*	208,702	227,634	3,210,000	420,000	386,016	180,224	91.0	920,544	342,759	100	100	100	100	
Dec. 31, 1868	12.0	...	1.0	1.0	1.0	Illinois.	832,002	*	208,702	227,634	3,210,000	420,000	386,016	180,224	91.0	920,544	342,759	100	100	100	100	
Dec. 31, 1868	12.0	...	1.0	1.0	1.0	Pennsylvania.	286,827	*	208,702	227,634	3,210,000	420,000	386,016	180,224	91.0	920,544	342,759	100	100	100	100	
Dec. 31, 1868	12.0	...	1.0	1.0	1.0	Illinois.	286,827	*	208,702	227,634	3,210,000	420,000	386,016	180,224	91.0	920,544	342,759	100	100	100	100	
Dec. 31, 1868	12.0	...	1.0	1.0	1.0	Illinois.	286,827	*	208,702	227,634	3,210,000	420,000	386,016	180,224	91.0	920,544	342,759	100	100	100	100	
Dec. 31, 1868	12.0	...	1.0	1.0	1.0	Illinois.	286,827	*	208,702	227,634	3,210,000	420,000	386,016	180,224	91.0	920,544	342,759	100	100	100	100	
Dec. 31, 1868	12.0	...	1.0	1.0	1.0	Illinois.	286,827	*	208,702	227,634	3,210,000	420,000	386,016	180,224	91.0	920,544	342,759	100	100	100	100	
Dec. 31, 1868	12.0	...	1.0	1.0	1.0	Illinois.	286,827	*	208,702	227,634	3,210,000	420,000	386,016	180,224	91.0	920,544	342,759	100	100	100	100	
Dec. 31, 1868	12.0	...	1.0	1.0	1.0	Illinois.	286,827	*	208,702	227,634	3,210,000	420,000	386,016	180,224	91.0	920,544	342,759	100	100	100	100	
Dec. 31, 1868	12.0	...	1.0	1.0	1.0	Illinois.	286,827	*	208,702	227,634	3,210,000	420,000	386,016	180,224	91.0	920,544	342,759	100	100	100	100	
Dec. 31, 1868	12.0	...	1.0	1.0	1.0	Illinois.	286,827	*	208,702	227,634	3,210,000	420,000	386,016	180,224	91.0	920,544	342,759	100	100	100	100	
Dec. 31, 1868	12.0	...	1.0	1.0	1.0	Illinois.	286,827	*	208,702	227,634	3,210,000	420,000	386,016	180,224	91.0	920,544	342,759	100	100	100	100	
Dec. 31, 1868	12.0	...	1.0	1.0	1.0	Illinois.	286,827	*	208,702	227,634	3,210,000	420,000	386,016	180,224	91.0	920,544	342,759	100	100	100	100	
Dec. 31, 1868	12.0	...	1.0	1.0	1.0	Illinois.	286,827	*	208,702	227,634	3,210,000	420,000	386,016	180,224	91.0	920,544	342,759	100	100	100	100	
Dec. 31, 1868	12.0	...	1.0	1.0	1.0	Illinois.	286,827	*	208,702	227,634	3,210,000	420,000	386,016	180,224	91.0	920,544	342,759	100	100	100	100	
Dec. 31, 1868	12.0	...	1.0	1.0	1.0	Illinois.	286,827	*	208,702	227,634	3,210,000	420,000	386,016	180,224	91.0	920,544	342,759	100	100	100	100	
Dec. 31, 1868	12.0	...	1.0	1.0	1.0	Illinois.	286,827	*	208,702	227,634	3,210,000	420,000	386,016	180,224	91.0	920,544	342,759	100	100	100	100	
Dec. 31, 1868	12.0	...	1.0	1.0	1.0	Illinois.	286,827	*	208,702	227,634	3,210,000	420,000	386,016	180,224	91.0	920,544	342,759	100	100	100	100	
Dec. 31, 1868	12.0	...	1.0	1.0	1.0	Illinois.	286,827	*	208,702	227,634	3,210,000	420,000	386,016	180,224	91.0	920,544	342,759	100	100	100	100	
Dec. 31, 1868	12.0	...	1.0	1.0	1.0	Illinois.	286,827	*	208,702	227,634	3,210,000	420,000	386,016	180,224	91.0	920,544	342,759	100	100	100	100	
Dec. 31, 1868	12.0	...	1.0	1.0	1.0	Illinois.	286,827	*	208,702	227,634	3,210,000	420,000	386,016	180,224	91.0	920,544	342,759	100	100	100	100	
Dec. 31, 1868	12.0	...	1.0	1.0	1.0	Illinois.	286,827	*	208,702	227,634	3,210,000	420,000	386,016	180,224	91.0	920,544	342,759	100	100	100	100	
Dec. 31, 1868	12.0	...	1.0	1.0	1.0	Illinois.	286,827	*	208,702	227,634	3,210,000	420,000	386,016	180,224	91.0	920,544	342,759	100	100	100	100	
Dec. 31, 1868	12.0	...	1.0	1.0	1.0	Illinois.	286,827	*	208,702	227,634	3,210,000	420,000	386,016	180,224	91.0	920,544	342,759	100	100	100	100	
Dec. 31, 1868	12.0	...	1.0	1.0	1.0	Illinois.	286,827	*	208,702	227,634	3,210,000	420,000	386,016	180,224	91.0	920,544	342,759	100	100	100	100	
Dec. 31, 1868	12.0	...	1.0	1.0	1.0	Illinois.	286,827	*	208,702	227,634	3,210,000	420,000	386,016	180,224	91.0	920,544	342,759	100	100	100	100	
Dec. 31, 1868	12.0	...	1.0	1.0	1.0	Illinois.	286,827	*	208,702	227,634	3,210,000	420,000	386,016	180,224	91.0	920,544	342,759	100	100	100	100	
Dec. 31, 1868	12.0	...	1.0	1.0	1.0	Illinois.	286,827	*	208,702	227,634	3,210,000	420,000	386,016	180,224	91.0	920,544	342,759	100	100	100	100	
Dec. 31, 1868	12.0	...	1.0	1.0	1.0	Illinois.	286,827	*	208,702	227,634	3,210,000	420,000	386,016	180,224	91.0	920,544	342,759	100	100	100	100	
Dec. 31, 1868	12.0	...	1.0	1.0	1.0	Illinois.	286,827	*	208,702	227,634	3,210,000	420,000	386,016	180,224	91.0	920,544	342,759	100	100	100	100	
Dec. 31, 1868	12.0	...	1.0	1.0	1.0	Illinois.	286,827	*	208,702	227,634	3,210,000	420,000	386,016	180,224	91.0	920,544	342,759	100	100	100	100	
Dec. 31, 1868	12.0	...</																				

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track. Horse & Dummies. Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Value of Shares.		PASSENGER RAILROAD BONDS.									
					Bonded Debt.	Floating Debt.	Gross.	Nets.	Dividends on paid Capital.	Par.	paid.	Market.	Amount out- standing.	Inter. at Rate.	Pay- able.	Prin- cipal Payable.	Market Price.			
Sept. 30, '68	7.37	No. 91	Albany	N.Y.	139,414	\$9,900	40,000	\$5,000	57,580	Loss.	100	100	100	40,000	7	J. & J.	18	...		
Nov. 30, '68	12	Albany st. Freight (B'ton). Mass.	Md.		150,000						100	100	100	604,000	7	J. & J.	1872	...		
Oct. 31, '68	3.25	35 Allentown	Pa.	72,674	31,500	29,814	12,191	6,771	3,093		100	100	100	35,000	7	J. & J.	18	...		
Dec. 31, '68	31.00	480 Baltimore City	Md.								100	100	100	Broadway (Brooklyn):						
Sept. 30, '68	22.00	401 Bleek st. & F.F. (N.Y.C.) N.Y.		1,747,127	900,000	604,000	40,713	302,566	51,760		100	100	100	1st Mortgage	1	J. & D.	1884	...		
Nov. 30, '68	3.53	Boston and Chelsea	Mass.	110,000	116,000			8,800	1,193	6,8	100	100	100	1st Mortgage	80,000	7	J. & J.	18	...	
Sept. 30, '68	10.76	40 Broadway (Brooklyn)	N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8,0	100	100	100	1st Mortgage	306,000	7	J. & J.	1872	...	
Sept. 30, '68	16.00	791 E'dway & 7th Av. (N.Y.C.) N.Y.		522,895	2,100,000	1,600,000		664,652	184,914		100	100	100	1st Mortgage	200,000	7	J. & J.	1875	...	
Sept. 30, '68	8.00	10 30 Brooklyn, Bath & Coney I.N.Y.		156,838	99,850	80,000	7,538	24,517	Loss.	100	100	100	1st Mortgage	45,000	7	J. & J.	18	...		
Sept. 30, '68	74.00	1420 291 Brooklyn City	N.Y.	1,164,204	1,500,000	300,000	14,372	121,425	19,422		100	100	100	1st Mortgage	186,000	7	J. & D.	1881	...	
Sept. 30, '68	11.00	201 43 Brooklyn City & Newtown N.Y.		569,620	400,000	200,000					100	100	100	Cambridge (Boston):	150,000	6	J. & J.	1888	...	
Sept. 30, '68	6.50	40 12 B'klyn, Prospl. P. & Flath. N.Y.		434,600	254,600	300,000	1,487			100	100	100	Central Park, N. & E. River:	626,000	7	J. & J.	1874	...		
Sept. 30, '68	4.28	4 30 B'klyn & Rockaway Beach N.Y.		214,489	144,600	45,000	2,500	20,621	9,021		100	100	100	Citizens' (Pittsburg):	56,300	7	J. & J.	1870	...	
Sept. 30, '68	15.21	197 53 Bushwick street	N.Y.	318,909	56,300	186,000	109,500	99,734	17,427		50	50	50	Coney Island and Brooklyn:	218,000	7	J. & J.	1873	...	
Sept. 30, '68	7.85	— Bushwick (Brooklyn)	N.Y.	264,982	262,200	2,000	5,049	20,508	72	100	100	1st Mortgage	70,000	7	J. & J.	1878	...			
Nov. 30, '68	23.52	— Cambridge (Boston)	Mass.	731,671	727,800	150,000	94	69,058	9,0	100	100	99	1st Mortgage	100,000	6	J. & J.	1884	...		
Sept. 30, '68	1.76	39 Central City (Syracuse)	N.Y.	29,758	21,130	7,600		18,645	4,097	10	10	10	1st Mortgage sinking fund	350,000	7	J. & J.	1874	...		
Dec. 31, '68	9.20	149 Cen. P., N. & E.R. (N.Y.C.) N.Y.		1,627,021	1,065,200	626,000	33,644	512,982	18,812	100	100	100	1st Mortgage	203,000	7	J. & J.	18	...		
Oct. 31, '68	7.25	200 Citizens' (10th & 11th sts.) (Ph.) Pa.		179,636	192,750			227,360	95,876	32.1	50	19	1st Mortgage	200,000	7	J. & J.	1870	...		
Oct. 31, '68	9.00	30 Citizens' (Pittsburg)	Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	1st Mortgage	160,000	7	J. & J.	1873	...		
Dec. 31, '68	6.50	— City Passenger (Cin.)	O.							100	100	100	Real Estate	100,000	7	var.	var.	...		
Sept. 30, '68	14.83	236 18 Coney Island (Brooklyn)	N.Y.	645,926	500,000	218,000	19,587	121,637	Loss.	100	100	100	Frankford and Southwark:	200,000	7	J. & J.	1878	...		
Sept. 30, '68	22.89	298 116 Dry Dock, E.B. & B.(N.Y.C.) N.Y.		772,303	1,200,000	700,000		669,174	135,905	100	100	100	1st Mortgage	70,000	7	J. & J.	18	...		
Sept. 30, '68	3.50	— Dunkirk and Fredonia	N.Y.	42,605	34,815		2,448	8,721	3,443				1st Mortgage	167,000	7	J. & J.	1874	...		
Oct. 31, '68	1.63	10 3 Easton and S. Easton	Pa.	24,275	26,000	500		10,444	3,732	25	25		1st Mortgage	203,000	7	J. & J.	18	...		
Sept. 30, '68	18.00	872 160 Eighth Avenue (N.Y. City) N.Y.		1,455,161	1,000,000	4203,000				804,791	190,391	12.0	100	100	2d st. & G'd st. Ferry (N.Y.):	165,700	7	J. & J.	1874	...
Dec. 31, '68	8.00	52 9 Fairhaven and Westville	Conn.	152,917	150,000						100	100	100	1st Mortgage	100,000	7	J. & J.	1873	...	
Sept. 30, '68	1.74	— Fifth Ward (Syracuse)	N.Y.	27,583	26,170			6,761	2,468	100	100	100	Real Estate	100,000	7	var.	var.	...		
Sept. 30, '68	15.38	387 50 42d st. & Gr'd st. F.(N.Y.C.) N.Y.		1,041,204	748,000	260,000		341,781	85,664	10.0	100	100	Frankford and Southwark:	200,000	7	J. & J.	1870	...		
Oct. 31, '68	16.37	298 40 Frankford and Southwark (Ph.) Pa.		762,491	491,750	200,000		299,228	56,713	5.0	50	50	1st Mortgage	30,000	7	J. & J.	18	...		
Sept. 30, '68	3.25	15 5 Genesee & Water st. (Syr.) N.Y.		54,200	42,500	9,000	400	8,655	159				1st Mortgage	62,500	7	J. & J.	1873	...		
Oct. 31, '68	34.25	356 81 Germantown (Phila.)	Pa.	562,270	112,245	350,000		322,439	85,644	37.4	50	29	1st Mortgage	191,900	7	J. & J.	1878	...		
Oct. 31, '68	5.40	125 25 Girard College (Phila.)	Pa.	171,712	170,000			117,342	25,119	8.5	50	17	1st Mortgage	350,000	7	J. & J.	1874	...		
Sept. 30, '68	12.50	550 92 15 Gr'd st. & Newtown (B'k'n) N.Y.		200,000	30,000			72,870	5,321	100	100	100	Green and Coates (Phila.):	100,000	7	J. & J.	1870	...		
Oct. 31, '68	5.09	224 42 Green and Coates (Phila.) Pa.		236,220	150,000	100,000				187,103	22,887	7.5	50	15	Salem and Danvers:	32,100	6	A. & O.	1880	...
Sept. 30, '68	3.08	— Greenpoint & Wm'b (B'k'n) N.Y.											1st Mortgage	52,600	6	A. & O.	1880	...		
Sept. 30, '68	3.56	29 8 Harlin Br., Morr. & F'dham N.Y.		239,063	113,230	130,000	2,500	63,945	Loss.	100	100	100	Metropolitan (Brooklyn):	196,983	7	J. & J.	1878	...		
Oct. 31, '68	5.20	113 21 Lombard and South st. (Ph.) Pa.		165,627	90,000	62,500	10,560	70,353	9,702	25	9		1st Mortgage	191,900	7	J. & J.	1878	...		
Nov. 30, '68	4.03	48 9 Lowell Horse	Mass.	69,416	55,830			2,080	29,240	3,411	100	100		1st Mortgage	98,500	6	J. & J.	1872	...	
Nov. 30, '68	12.50	201 32 Lynn and Boston	Mass.	207,587	200,000	50,000	40,648	153,658	Loss.	100	100	100	Ninth Avenue (N. Y.):	64,000	6	J. & J.	18	...		
Nov. 30, '68	3.60	— Malden and Melrose (B'k'n) Mass.		60,246									1st Mortgage	167,000	7	J. & J.	1874	...		
Nov. 30, '68	1.00	— Marginal Freight (Boston) Mass.		177,624	177,700								1st Mortgage	165,700	7	J. & J.	1874	...		
Nov. 30, '68	3.08	— Medford & Charlestown (B'k'n) Mass.		27,500	21,000	6,500							1st Mortgage	100,000	7	M. & N.	1878	...		
Nov. 30, '68	5.11	37 6 Merrimac Valley	Mass.	50,241	50,000			12,810	18,014	2,249	100	100	Lombard and South st. (Ph.):	62,500	7	J. & J.	1873	75		
Sept. 30, '68	6.00	58 13 Metropolitan (Brooklyn)	N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	100	100	100	Lynn and Boston:	50,000	6	J. & J.	1872	...		
Nov. 30, '68	42.86	791 156 Metropolitan (Boston)	Mass.	1,543,729	1,250,000			177,164	765,983	135,284	10.0	100	100	1st Mortgage sinking fund	167,000	7	J. & J.	18	...	
Sept. 30, '68	7.42	254 47 Middlesex (Boston)	Mass.	522,834	400,000	91,902	38,917	95,848	596	100	100	100	1st Mortgage	138,884	6	J. & J.	1880	...		
Sept. 30, '68	12.20	180 59 Ninth Avenue (N. Y. City) N.Y.		468,322	377,320	167,000				100	100	100	Orange and Newark:	138,884	6	J. & J.	1881	...		
Nov. 30, '68	3.39	17 4 Northampton & Wm'b Mass.		300,000	300,000					100	100	100	1st Mort. Broad street.	100,000	6	J. & J.	1880	...		
Nov. 30, '68	2.16	6 2 North Woburn (Boston)	Mass.	27,657	20,950	8,000	4,422	4,174	808	100	100	100	1st Mort. O. & N. R. R.:	100,000	6	J. & J.	1880	...		
Oct. 31, '68	7.25	73 13 Oakland & E. Liberty (Pbg.) Pa.		105,457	55,000	17,000	43,094	49,929		50	50	50	2d Mort. O. & N. R. R.:	100,000	6	J. & J.	1883	...		
Dec. 31, '68	17.5	167 28 Orange and Newark	N.J.	143,123	124,000	23,000	16,950	133,266	15,798	7.5	50	31	1st Mortgage	138,884	6	J. & J.	1879	85		
Dec. 31, '68	3.81	— Passenger (Cin.)	O.	100,000	100,000					100	100	100	Philadelphia City:	100,000	6	J. & J.	1879	85		
Oct. 31, '68	9.17	30 8 Peoples' street (Scranton)	Ia.	110,907	104,028					100	100	100	1st Mortgage	100,000	6	var.	var.	...		
Oct. 31, '68	7.07	271 48 Philadelphia City (C. & W.) Pa.		446,265	225,000	200,000	21,26													

PREFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds			Market Price.
		Rate.	Paid.		
RAILROAD STOCKS:					
Atlantic & Gt. Westn. (O. D.) pref.	\$1,919,000	7	.....	
Atlantic and St. Lawrence* guar.	2,494,000	4	4		
Baltimore and Ohio, pref.	3,000,000	6	6		
Berkshire, * guaranteed.	600,000	7	7		
Bloomsburg and Corning, * guar.	250,000	5	5		
Boston, Concord and Montreal, pref.	1,340,000	6	6		
Buffalo, N. York and Erie, * guar.	950,000	7	7		
Camden and Atlantic, pref.	600,000	7	44		
Catavises, * pref. and guar.	2,200,000	7	7	75	
Cayuga and Susquehanna, * guar.	589,110	9	.....	
Cedar Rapids & Missouri, * preferred and guaranteed.	755,000	7	3½	.....
Central Ohio, preferred.	400,000	7	29	.....
Chemung, * guar.	280,000	8	6	.....
Cheshire, preferred.	2,017,815	7	3	84½	
Chicago and Alton pref.	2,425,400	7	10	150	
Chicago, Iowa and Nebraska, * guar.	2,000,000	10	.....	
Chicago and Northwestern, pref.	18,159,097	7	10½	83	
Cleveland and Mahoning, * guar.	2,056,000	7	7	.....
Cleveland and Toledo, * † guar.	6,250,000	3½	.....	
Cochetoo, * referred.	177,750	8	.....	
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	6	92½	
Cumberland Valley, 1st pref.	241,900	8	8	114½	
" " 2d pref.	242,000	8	8	.....
Delaware, * guaranteed.	594,261	6	6	.....
Detroit & Milwaukee, * preferred and guaranteed.	1,500,000	6	.....	
Dubuque and Sioux City, * preferred and guaranteed.	1,988,170	7	7	97½	
Dubuque Southwestern, pref.	330,300	7	7	.....
Eastern (N. H.), * guaranteed.	492,500	8	8	.....
Elmira, Jefferson and Canandaigua, * guaranteed.	500,000	5	5	.....
Elmira and Williamsport, * guar.	500,000	5	5	.....
Elmira and Williamsport, * preferred and guaranteed.	500,000	7	7	83	
Erie, preferred.	8,536,910	7	7	69½	
Hannibal and St. Joseph, pref.	5,253,836	.....	114	.....
Harrisburg and Lancaster, * guar.	1,182,550	7	7	.....
Housatonic, preferred.	1,180,000	8	4	73	.....
Huntingdon & Broad Top Mountain, preferred.	190,750	7	3½	.....
Joliet and Chicago, * guar.	1,500,000	7	7	.....
Joliet and Northern Indiana, * guar.	300,000	8	8	.....
Lackawanna and Bloomsburg, pref.	500,000	7	5	.....
Leeds and Farmington, * guar.	586,500	10	10	.....
Little Schuylkill, * guar.	323,375	10	10	.....
Louisville, Cincinnati and Lexington preferred.	3,214,250	8	8	105	
Marietta and Cincinnati, 1st pref.	1,014,000	7	7	.....
" " 2d pref.	8,050,892	7	... 82	.....
Milwaukee and St. Paul, preferred.	3,775,000	8	8	.....
Mine Hill and Schuylkill Haven, guaranteed.	282,250	12	12	.....
Mount Carbon & Pt. Carbon, * guar.	1,344,000	2	2	.....
New Haven and Northampton*.	1,500,000	8	8	150	
New York and Harlem, pref.	1,000,000	6	6	.....
Niagara Br. and Canandaigua, * guar.	155,000	8	8	.....
North Eastern (S. C.) preferred.	1,037,000	8	8	110	
Ogdensburg and L. Champlain, pref.	3,500,000	7	7	70	
Ohio and Mississippi, pref.	630,000	8	8	.....
Paterson and Hudson, * guar.	248,000	5	5	.....
Paterson and Ramapo, * guar.	1,200,000	6	6	.....
Peoria and Bureau Valley, * guar.	5,995,700	.....		
Philadelphia and Erie, *.	1,551,500	10	10	.....
Philadelphia and Reading, pref.	1,099,120	10	10	.....
Philadelphia and Trenton, * † guar.	450,000	6	6	.....
Pittsfield and North Adams, * guar.	202,400	6	6	.....
Portl. & Kennebec (Yarmouth) guar.	1,500,000	6	6	.....
Portland, Sago & Portsmouth, * guar.	350,000	7	7	.....
Portsmouth and Concord, *.	142,900	7	7	.....
Richmond, Fredericksb. & Potomac, guaranteed.	657,500	7	7	50	
Rochester and Genesee Valley*.	2,040,000	7	7	57	
Rutland, preferred.	445,596	6	6	34	
St. Louis, Alton and T. H., pref.	576,050	5	5	.....
Schuylkill Valley, * guar.	869,450	5	5	.....
Shamokin Valley & Pottsville, * guar.	1,300,000	7	7	.....
Tol. Peoria & Warsaw (W. D.) pref.	1,700,000	7	7	.....
" " (E. D.) pref.	1,000,000	7	7	80	
Toledo, Wabash and Western, pref.	274,000	7	7	.....
Troy and Greenbush, * guar.	2,500,000	8	8	.....
Vermont and Canada, * guar.	1,408,300	7	7	.....
Warren, * guar.	200,000	5	5	.....
White Mountains, * guar.	317,050	2	.....	
Wrightsv. York & Gettysburg, * pref.	.....	6	.....	
CANAL STOCKS:					
Delaware Division, * guar.	1,623,350	8	8	.....
Morris, preferred.	1,175,000	10	10	60½	
Schuylkill Navigation, pref.	2,888,997	6	6	40	
Union, preferred.	.....	6	.....	
MISCELLANEOUS STOCKS:					
Cumberland Coal, pref.	.....	6	31½	.....
Mariposa Mining, pref.	5,774,400	7	7	18	

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 2½ cents per lb.; Pig, 40 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....per ton 38 — @ 42 —

Pig, American, No. 1 (good to beat).....40 — @ 41 —

Pig, American, No. 2.....38 — @ 39 —

Pig, American, Forge.....36 — @ —

Bar, Refined, English and American.....85 — @ 87 50

Bar, Swedes, assorted sizes.....(gold) 82 50 @ 87 50

STORE PRICES.

Bar, Swedes, ordinary sizes.....@ 140 —

Bar, English and American, Refined.....95 — @ 1 —

Bar, English and American, Common.....87 50 @ 90 —

Scroll.....120 — @ 180 —

Ovals and Half-round.....120 — @ 145 —

Band.....120 — @ —

Horse Shoe.....120 — @ —

Roof, 16×16 inch.....100 — @ 155 —

Hoop.....125 — @ 180 —

Nail Rod.....per lb. 84@ — 9½

Sheet, Russia, assorted No.'s.....(gold) 11 @ — 12

Sheet, Single D. and T. Common.....54@ — 7

Rails, English.....per ton. — @ 56 50

Rail, American.....74 — @ 76 —

Anvils, Eagle.....per lb. 94@ —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality).per lb. — 18 @ — 22

English Spring (2d and 1st quality).per lb. — 9 @ — 11½

English Blister (2d and 1st quality).per lb. — 11½@ — 19

English Machinery.....12½@ — 15

English German (2d and 1st quality).per lb. — 14 @ — 16

American Blister "Black Diamond".per lb. — 10½@ — 16

American, Cast, Tool, do. — 19 @ — 13

American Spring, do. — 10 @ — 13

American Machinery do. — 10 @ — 13

American German do. — 10 @ — 13

All Cash.

COPPER—DUTY: Pig, Bar and Ingots, 2½ cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14×34 oz. per square foot, 3 cents per lb.

Sheathing, New.....per lb. — @ 32

Bolts.....— @ 33

Braziers.....— @ 35

Nails.....— @ 40

Sheathing, &c., Old.....20 @ — 21

Sheathing, Yellow Metal.....— @ 27

Bolts, Yellow Metal.....— @ 27

American Ingots.....22½@ — 23

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Barca.....— @ 38

(gold).per lb. — @ 38

Straits.....(gold).— 31½@ — 32½

English.....(gold).— @ 32

Plates—Fair to good brands.—Gold.—Currency.

I. C. Charcoal.....per box. 8 25 @ 8 50 11 75 @ 12 —

I. C. Coke.....6 75 @ 7 37½ 9 75 @ 10 75

Coke Terne.....— @ 6 — @ 8 50

Charcoal Terne.....7 87½ @ 8 25 11 25 @ 11 75

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk).per gall. — 16½@ — 17

Crude, 40 @ 47 gravity (in shipping order).— @ 22½

Refined, in bond, prime L. S. to W. (110 @ 115 test)

Refined, Standard White (in ship's order).— 32 @ 32½

Refined, prime White (in shipping order).— 33 @ 33

Refined, S. W. (in merchantable order).— 36 @ 36

Naphtha, Refined, (60 @ 63 gravity).— 10½@ — 11

Residuum.....per bbl. 5 50 @ 5

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 10 inches square, 1½; over that, and not over 16 by 24, 2½; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities. New List.

6 by 8 to 7 by 9.....per 50 feet. 7 75 @ 6 —

8 by 10 to 10 by 15.....8 25 @ 6 50

11 by 12 to 12 by 18.....9 75 @ 7 —

14 by 16 to 16 by 24.....10 50 @ 7 50

18 by 22 to 18 by 30.....12 25 @ 8 —

20 by 30 to 24 by 30.....15 — @ 9 —

24 by 31 to 24 by 36.....16 50 @ 10 —

25 by 36 to 30 by 44.....17 50 @ 12 50

30 by 46 to 32 by 48.....20 — @ 13 50

32 by 50 to 32 by 56.....22 — @ 14 50

Above

(The above subject to a discount of 50@55 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.) (New List, March 11th.)

6 by 8 to 8 by 10.....per 50 feet. 8 50 @ 6 25

8 by 11 to 10 by 15.....10 — @ 6 75

11 by 14 to 12 by 18.....11 — @ 7 50

13 by 18 to 16 by 24.....11 — @ 8 —

18 by 22 to 18 by 30.....13 50 @ 9 —

20 by 30 to 24 by 30.....16 50 @ 10 —

24 by 32 to 24 by 36.....18 — @ 12 —

28 by 40 to 30 by 48.....20 — @ 16 —

30 by 50 to 32 by 56.....24 — @ 20 —

32 by 58 to 34 by 60.....(3 qts.).— 27 — @ 23 —

(Subject to a discount of 50@55 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 22.

Th. 16. F. 17. Sat. 18. M. 20. Tu. 21. W.

Canton Co.....56

Central of N. Jersey....102 101 101 102 101

Chicago & Alton.....150 149 149 146 145

.. pref.....150

.. S. F. 100 100

Chicago, Burl. & Q. 170 165

Se., 1883....107

Chi. & G. Eastern 1st m. 108

Chi. & Northwestern 77 75 75 75

.. pref.....87 85 86 86

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 22.
Th.16. F.17. Sat.18. M.20. Tu.21. W.22

FEDERAL STOCKS						
U. S. 5s, 1871, reg.	127					
U. S. 5s, 1871, coup.						
U. S. 5s, 1874, reg.						
U. S. 5s, 10-40s, coup. 109	109	109	109	109	108	
U. S. 5s, 10-40s, reg. 109	109	109	109	109		
U. S. 6s, 1881, reg. 121		120				
U. S. 6s, 1881, coup. 120	121	121			120	
U. S. 6s, '81, O.W.L.y.						
U. S. 6s, 1881, "y."						
U. S. 6s, 5-20s, reg. '62 121		120			120	
U. S. 6s, 5-20s, c. 1862 122		121	122	121	121	
U. S. 6s, 5-20s, reg. '64		120	120	120		
U. S. 6s, 5-20s, c. 1864 121	120		120	120		
U. S. 6s, 5-20s, reg. '65					120	
U. S. 6s, 5-20s, c. 1865	120	120	121	121	120	
U. S. 6s, 5-20s, r. n. '65 119	119	119	119		118	
U. S. 6s, 5-20s, c. '65 119	119	119	119	119	118	
U. S. 6s, 5-20s, reg. '67		119				
U. S. 6s, 5-20s, c. 1867-119	119	119	119	117	118	
U. S. 6s, 5-20s, reg. '68						
U. S. 6s, 5-20s, c. '68 .. 119		119	119			
U. S. 6s, Pac.R.K. issue	109	109	109	109		

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 21.
W.15.Th.16. F.17. Sat.18.M.20.Tu.21

Catawissa						
... preferred	37		37			
Camden and Amboy	121	120	120	120	120	
... 6s, 1870						
... 6s, 1875			91			
... 6s, 1883		84				
... mort. 6s, '89						
Elmira & Williamsport						
... pref.						
... '8s.						
Lehigh Navigation	36		36			
... 6s, 1884		83				
... Gold L.	97	97	98	97		
... R. L.				88		
Lehigh Valley R. R.	56	56	56	56	56	
... 6s new coup 94						
... 6s new reg.				95		
Little Schuylkill R.R.		42				
... 7s.						
Minehill	53	53	53			
Morris Canal						
... pref.			61			
... 6s, 1876		80				
North Pennsylvania						
... 6s, 1880		87				
... 7s.			8			
... 10s, 1887						
Northern Central	49					
Pennsylvania R. R.	56	56	56	56	56	
... 1st M.		99	99			
... 2d M.						
Penn. State, 6s, 1st series	104		104			
... 6s, 2d series 106	106		106	106		
... 6s, 3d series				110		
... 6s, W. L.			100			
Philadelphia City, 6s						
... new .. 101	101	101	101	101	101	
Philad., Germ. & Nor.		71				
Phila. & Reading	47	47	47	47	47	
... 7s, 1893						
Philadelphia and Erie						
... 6s.						
Schuylkill Navigation						
... pref.						
... 6s, 1882						
... 6s, 1876						
... 6s, 1872						
Susq. Canal						
... 6s, 1878						
Union Canal, pref.						
... 6s, 1878						
Hentonville, (Horse.)						
Chestnut & Wal.		46	46			
Green & Coates		38				
2d and 3d streets						
Spruce and Pine						
13th and 15th sts.						

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 21.
W.15.Th.16. F.17. Sat.18.M.20.Tu.21

Baltimore City 6s, 1875						
... 1886	95					
... 1890	95					
... 1893	127					
Balt and Ohio						
... bonds, 1875						
... 1880						
... 1885						
Marietta & Cin. 1st M.						
... 2d M.						
Northern Central						
... bonds, 1885	49	49	49			
... 1900	86					
N. W. Va. 1st mort.						
... 2d mort.						
... 3d mort.						
City Passenger R. R.						
... 19						

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 22.
Th.16. F.17. Sat.18. M.20. Tu.21. W.22

Boston and Albany	145		145	145	145	
Boston and Lowell						
Boston and Maine	142		142			
Boston and Providence	137	137	137			
Boston, Hartford & Erie	18	18	18	18	18	
... 7s, new	62	63	63	63	63	
Cheshire, pref.			85			
Concord						
Connecticut River						
Eastern	114	114				
Fitchburg		135		136	136	
Manchester & Lawrence						
Michigan Central		127				
Northern, N. H.	108		109		109	
Ogdens & Lake Champlain		67				
... pref.						
Old Colony & Newport		97	98			
Ph. Wil. & Baltimore	52	52				
Portl'd, Sac' & Ports						
Vermont & Canada						
Vermont & Mass.						
Broadway (Horse)						
Cambridge						
Metropolitan		66				
Middlesex		75				
Central Mining Co.						
Copper Falls						
Franklin						
Huron						
Isle Royale						
National						
Minnesota						
Pewabic						
Pittsburg						
Quincy						

London Stock Exchange.

Atl. & Gt. West. N. Y. sec. 7 per ct.	Closing Prices Sept. 3.	Aug. 27.
1st mort., 1880.	62	68
Do. 2d mort., 1881.	55	60
Do. Penn., 1st mort., 1877.	62	68
Do. 2d, 2d mort., 1882.	55	60
Do. Consol. 7 per cent. mort. 1890.	25	25
Detroit and Milwaukee 1st mort. 7s.	61	61
Do. 2d mort. 8 p. c.	62	64
Erie shares 100 dol. all paid.	23	24
Do. sterl. 8 p. c. convertible bonds	62	67
Do. 3d mort. 7 p. c. 1883	55	60
Illinois Central, 6 per cent., 1875.		
Do. Redemption mort. bonds 6 p. c. 101	100	102
Do. 7 per cent., 1875.	75	80
Do. 100 dol. shares, all paid.	94	94
Marietta and Cin. R. R. bonds 7 p. c.	72	72
New York Central, 100 dol. shares.	95	100
Panama General mort. 7s, 1897.	107	107
Penn. R. R. bonds, 2d mort. 6 per ct.	96	98
Do. General mort. 6 p. c. 1910.	86	88
Philadelphia and Erie 1st mort. 88.	87	88
Do. with option to be paid in Phila. 88.	87	89

American Railroad Journal.

Saturday, September 25, 1869.

Stock Exchange and Money Market.

A decidedly more active speculative demand has been reported for money, since our last, and call loans have been quoted higher, or at from 7 per cent. currency, to the very best borrowers, to full 7 per cent. gold, and in some instances an $\frac{1}{4}$ to $\frac{1}{2}$ of one per cent. commission, to the neediest of the street operators. The available supply of money has been much less extensive. The inquiry for means to move crop products, from the West and South, has been more active, while the local mercantile call for aid has likewise increased. Prime to good discounts have been quoted at from 9@12 per cent. per annum, at which figures, business paper has been moderately dealt in. The city banks, in their last weekly return, show a further loss of nearly $\frac{3}{4}$ millions of deposits, thus bringing the aggregate down to $185\frac{1}{2}$ millions, as against $200\frac{1}{4}$ millions on the 7th of August, indicating a falling off of nearly 15 millions, in this item. A further slight loss of legal tender notes, and of specie is likewise reported. The legal tender reserve is now $51\frac{1}{4}$ millions, against $55\frac{1}{2}$ millions a fortnight since. The specie hoard is now a little over $14\frac{1}{2}$ millions; on the 17th of July, it stood at over 31 millions.

According to the official report made to the Currency Bureau at Washington, the city national banks held, on the 8th of September, the following amounts of specie. Gold coin \$2,395,254.50; gold bars, \$39,845.78; total, \$2,435,100.28. Silver coin, \$217,372.51; silver bars, \$16,822.82; total, \$234,195.38. Gold certificates, \$10,296,060. Checks payable in gold, \$48,638.50; other items counted as specie description, \$7,413.94. Total, \$13,226,595.34. The same banks, according to their reports on the 12th of June last, held: Gold, \$5,542,519; gold certificates, \$8,598,095. Total, 14,400,214. The general cash balances of the Sub-Treasury have been reduced about $\frac{1}{3}$ of a million. The currency reserve of the office on Monday morning, was \$8,194,566; on Tuesday, \$8,358,436; on Wednesday and Thursday, the Sub-Treasurer was to have disbursed about $3\frac{1}{2}$ millions of currency, on account of purchases of Five-twenties. The Gold speculation operated very decidedly against ease in money, and seriously embarrassed regular trade movements, and the foreign exchange markets, which latter have been unusually depressed and unsettled. The gold speculators serve to make money closer and closer every day to ordinary business by the readiness with which they offer to pay extravagant rates to carry over their balances. The banks, as a rule, decline the operation. They deem it in some instances, if not in all cases, a duty to the business community to discourage the Gold movement, but this only throws the demand on the street in competition with the Stock Exchange and the Bill Brokers. On Wednesday, the market showed most stringency, and extreme rates were exacted of the street borrowers.

The specie reserve of the city banks according to the latest return is \$14,558,109, against \$14,665,742 same time last year. The city bank deposits are now \$185,390,130, against \$202,824,583 week ending Sept. 19, 1868. The legal tender reserve amounts to \$51,259,197, against \$63,772,700 same time last year. The circulation now stands at \$33,972,759, against \$24,044,693 same time last year. The loans are now \$266,496,024, against \$271,252,096 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about \$110,408,298 a day, against a daily average of \$131,959,000 the preceding week, and \$92,814,879 the week ending with Sept. 1, 1869. The current week's exchanges average about \$161,000,000 a day. The city banks, last week, reported a further loss of \$403,957 of specie, \$3,433,194 of deposits, and of \$228,670 of legal tender notes. They reduced their loans, \$2,368,509; and increased their circulation, \$8,563.

The city bank exchanges on Wednesday were \$146,608,505.

National Bank notes to the amount of \$124,800 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to \$317,771,446, against \$282,555,440 at the close of the fiscal year ending June 30, 1868. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$18,061,316, leaving, with the existing 1,620 banks, (having an aggregate capital of \$422,659,260,) an actual circulation at this date, of \$299,710,130. The United States bonds held by

Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$342,500,000; and for the public deposits, \$19,518,000—making a total of \$362,018,000. The Treasury Department last week redeemed and destroyed \$196,400 of worn and mutilated fractional currency, and issued \$774,764 of new. The outstanding amount of fractional currency on the 1st of Sept., was \$30,711,799.87 against \$31,030,300, on the 1st of Aug.

The U. S. Sub-Treasury receipts, week ending with Sept. 18, were \$4,946,383 in coin, including \$3,189,504 from customs duties, and \$4,030,704 in currency; payments, \$8,388,132 in coin, including \$628,598 of coin interest, and \$5,291,348 in currency; balance at the close of the week, \$88,264,904, including \$77,333,426 of coin, and \$8,194,567 of currency, against \$88,951,334 at the close of the preceding week, showing a decrease of \$886,430. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, \$760,026 of coin, including \$579,652 from customs, and \$434,349 of currency; and payments, \$52,158 in coin, including \$44,000 of coin interest and \$270,480 in currency. On Tuesday, receipts, \$681,264 in coin, including \$469,800 from customs, and \$146,836 in currency; and payments \$57,124 in coin, including \$42,715 of coin interest and \$276,425 in currency. The balance at the close of business on Tuesday stood at \$89,700,442, (including \$8,227,847 of currency, and \$78,665,443 of coin,) against \$86,287,697 a week previous; and \$87,635,084 on Sept. 7, 1869. The aggregate receipts of the office in Aug. were \$42,041,140, including \$14,319,915 from customs; aggregate payments, \$54,599,091, including \$18,867,484 of coin interest.

The outstanding amount of coin certificates on the 1st of Sept. was \$23,647,580, against \$36,725,840 on the 1st of Aug. The Sub-Treasurer at this port, last week, retired \$2,920,906 of coin certificates through the receipts for customs.

A falling off in the yielded of the excises to the National Treasury has been noted, since our last. The customs revenue keeps up well. The excises yielded about $\frac{3}{4}$ millions; customs at the port of New York, \$3,189,504, and at the out-ports about \$1,050,000 (in coin) more, making the grand total income for the week equal to about \$9,510,040 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 45 $\frac{1}{2}$ millions.

The Gold movements has been practically controlled all the week, by the operators for a rise, and though the dealings have been restricted by the money difficulties, the price has been worked up very steadily. The range has been from 136 $\frac{1}{4}$ @141 $\frac{1}{4}$, and the closing quotation on Wednesday was 141 $\frac{1}{4}$. The short interest has been augmented, thus strengthening the position of the inflationists, who are said to have under their management much of the supply of specie in the open market, or outside of the reserve held at the Sub-Treasury. The city banks report a specie hoard of only some 14 $\frac{1}{2}$ millions. The Sub Treasury on Wednesday forenoon held a specie balance of 78 $\frac{1}{2}$ millions. The customs revenue of the port exceeds half a million a day; but the export drain is unimportant. Government marketed a million of gold all told on Thursday and Friday of last week at about the going rates. On Wed-

nnesday afternoon, the price was suddenly advanced to 141 $\frac{1}{4}$, against further heavy short sales, and the operations were attended by great excitement.

The coin balances of the Government at this port on Wednesday morning, was about 78 $\frac{1}{2}$ millions.

The following is a statement of the business of the New York Gold Exchange Bank for the week ending Saturday September 18th, 1869:

Average am't of loans and discounts	... \$1,287,448
Average amount of specie	..... 617,073
Average amount of deposits	..... 1,274,628

The customs of the port on Wednesday yielded \$541,000. The U. S. Sub-Treasury disbursed \$99,711 of coin interest, on that day.

The customs demand for Gold last week, averaged \$523,251 a day; thus far, this week, it has averaged \$524,726 a day, or equal to a weekly aggregate of \$3,148,356. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$8,812, and since Jan. 1, \$9,884,124, against \$5,749,719 same time in 1868. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1869, has been \$97,854,000, against \$87,060,193 same time in 1868. At San Francisco, from Jan. 1, to Sept. 10, 1869, \$5,737,531, against \$5,971,320 same time last year.

The exports of specie, from this port, last week, were \$313,119, against \$640,390 same week last year; total, since Jan. 1, 1869, \$25,587,186, against \$65,998,946 same time last year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$528,598, and since Jan. 1, 1869, \$68,410,770, against \$63,171,733 same time in 1868. The specie exports from San Francisco, from Jan. 1, to Sept. 10, 1869, were \$27,080,438, against \$28,345,533 same time in 1868.

The U. S. Treasury receipts from customs at all ports from July 1, to Sept. 4, were about 44 $\frac{1}{2}$ millions.

The amount of specie sent east by railroad from San Francisco, thus far, this year, has been \$3,121,668.

Foreign exchange has been pressed for sale, and has been further seriously depressed in price, the demand having been very limited. Bankers' prime sixty day bills on London closed heavily and very irregularly on Wednesday at 106 $\frac{1}{2}$ @107 $\frac{1}{2}$, and on Paris to 5.30@5.24 $\frac{1}{4}$; sight bills on London to 107 $\frac{1}{2}$ @108, and on Paris to 5.25c. @5.21 $\frac{1}{4}$. The offering of produce bills has been moderate this week. The week's exports of domestic produce have been to the currency value of \$3,752,261 making the total since Jan. 1, 1869, \$137,873,202, against \$120,294,772 same time last year.

Government securities have been less sought after, and under the adverse influence of the increasing activity in money prices have declined materially. The offerings of bonds have been on a more liberal scale, while there has been less disposition manifested to purchase freely at the ruling figures. There has been little, if any inquiry, from buyers for investment. The mails have been bringing into market considerable amounts of the several issues from country holders, who need money for active employment. The tendency of the market has been toward lower

quotations, throughout the list. The large dealers have been practically passive. On Wednesday, the U. S. Sub-Treasurer bought in two millions of U. S. Five-twenties at from 116 $\frac{1}{2}$ @117 net, out of an aggregate offering of \$7,910,000.

U. S. sixes of 1881 closed here on Wednesday at 120@120 $\frac{1}{2}$; U. S. Five-twenties of 1862, ex-coupon, 121 $\frac{1}{4}$ @122; U. S. Five twenties of 1864 at 120@120 $\frac{1}{2}$; U. S. Five-twenties of 1865 at 120 $\frac{1}{4}$ @120 $\frac{1}{2}$; U. S. Five-twenties of 1865, consolidated, 118 $\frac{1}{2}$ @118 $\frac{1}{4}$; U. S. Five-twenties of 1867, 118 $\frac{1}{2}$ @119; U. S. Five-twenties of 1868, 118 $\frac{1}{2}$ @118 $\frac{1}{4}$; U. S. Ten-twenties at 108 $\frac{1}{2}$ @109, ex-interest; U. S. Six per cent. currency bonds, 108@108 $\frac{1}{2}$.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 8.	Sept. 15.	Sept. 22.
Consols	92 $\frac{1}{2}$	93	92 $\frac{1}{2}$
U. S. 5-20's of 1862.	82 $\frac{3}{4}$	83 $\frac{1}{3}$	83 $\frac{1}{2}$
U. S. 5-20's, 1865	82 $\frac{5}{8}$	82 $\frac{7}{8}$	82 $\frac{1}{2}$
" 1867.	81 $\frac{3}{4}$	82	81 $\frac{1}{4}$
" 10-40s	75 $\frac{1}{4}$	75 $\frac{1}{2}$	75
Erie	23 $\frac{1}{4}$	28 $\frac{1}{2}$	26 $\frac{1}{2}$
Ill. Central	94	94 $\frac{1}{2}$	94 $\frac{1}{4}$
At. and Gt. West	....	....	28

The railway and miscellaneous share market has been less active, lower, and very irregular, influenced by the free offering of stocks by the operators for a fall, and by the increasing pressure in the monetary line. On Wednesday, there was an extraordinary pressure to sell, particularly the New York Central, and Hudson River shares, and the former declined 23, and the latter 11@12 per cent. Subsequently, there was a sharp rally, but the market closed very irregularly.

The dealings in domestic produce have been less active, and Breadstuffs, Cotton, and Petroleum have been generally quoted lower. Provisions have been irregular, Pork advancing, while Lard has fallen. Middling upland cotton closed heavily on Wednesday at 28 $\frac{3}{4}$ @29 cts. per lb. The stock of cotton now here is given at about 3,750 bales. The receipts at the port this week, have averaged about 2,500 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 56,000 bales, against 47,000 bales in 1868-'9; exports, same time 14,700 bales, against 6,100 bales same time in 1868-'9; stock on hand at latest date, 34,000 bales, against 47,000 bales same date 1868. The exports of domestic cotton goods from this port, since Jan. 1, have been 16,706 pkgs., against 15,258 pkgs., same time last year. From Boston, 6,189 pkgs., against 6,871 pkgs. same time in 1868.

At the Live Stock markets, this week, Beefs have been in fair demand, at from 10@16c. per lb.; week's receipts, 7,135. Milk cows dull, at \$40@\$110 each, receipts, 119. Veal calves in fair request at from 7@12c. per lb.; receipts, 2,503. Sheep and lambs fairly active at from 40 7c., and 7 $\frac{1}{4}$ @9 $\frac{1}{4}$ per lb.; receipts, 35,436. Swine dull and rather weak, at 9 $\frac{1}{2}$ @10 $\frac{1}{2}$ c. per lb., all live weight; receipts, 16,220.

In foreign goods, there has been a satisfactory trade reported at generally strong, and in some instances, firmer prices. The week's dry goods imports were valued at \$2,519,829, and of general merchandise, \$4,168,733, making an aggregate for the week of \$6,688,562 specie value, against \$5,613,175 same week last year.

Freights have shown more firmness, with a fair degree of activity, chiefly in the line of Cotton, Petroleum, Flour, Wheat, and Tobacco engagements. For Liverpool we flour at 2s. 6d. @2s. 7½d. by sail, and 2s. 9d. @3s. by steamer, per bbl.; grain at 9½d. @9¾d. by sail, and 10d. @10½d. by steamer, per bushel; cotton at ¼d. @5d. by sail, and ½d. by steamer, per lb.; and heavy goods 20s. @35s. by sail, and 30s. @45s. by steamer, per ton. Total number of vessels in port on Wednesday, 453.

The New York exports, exclusive of specie, for the week ending Sept. 21, and since the beginning of the year, compare as follows:

1868.	1869.
For the week.....	\$2,599,006
Prev. reported.....	117,695,766

Since January 1.....\$120,294,772 \$127,873,202

The imports for the week ending September 18, and since the beginning of the year, have been as follows:

1868.	1869.
Dry goods.....	\$2,298,940
Gen. merchandise.....	3,314,235

Total for the week.....\$5,613,175 \$6,688,562

Previously reported.....177,182,348 219,806,932

Since January 1.....\$182,795,523 \$226,495,494

The balance in the Sub-Treasury on Wednesday was \$87,430,917 56.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:-

New York.—Central Railroad of New Jersey, new loan, 1890, 97; Central Pacific gold bonds, 96; Milwaukee and St. Paul 1st mort., Iowa Division, 85½; St. Louis and Iron Mt. 1st mort., 81; N. Y. Central 6s, Real Estate bonds, 87; Dubuque and Sioux City R.R., 109; N. Y. and N. Haven, 138; do., 6s, 97; New Jersey R. R., 120; Georgia 7s, 90%; Louisiana 6s, 70; do., 6s, Levee bonds, 65; do., 8s, Levee bonds, 84; South Carolina 6s, new, 68; Connecticut 6s, 99½; Brooklyn 6s, W. L., 93½; Western Union Telegraph, 37; Atlantic Mail S. S. Co., 29½; Boston Water Power, 16; Adams Exp. Co., 55; Wells-Fargo Exp., 13½; U. S. Exp., 54½; Am. Mer. Union Exp., 34; Buchanan Farm oil, 0.40; Bennehoff Run oil, 0.35; Benton Gold, 0.18; Consolidated Gregory gold, 1.75; Grass Valley gold, 0.38; Quartz Hill gold, 1.00; Smith and Parmalee gold, 2.40.

Philadelphia.—Oil Creek and Allegheny River R. R., 39; Harrisburg and Lancaster R. R., 55; East Pennsylvania R. R., 36; Morris Canal scrip, 64½; Sunbury and Erie 7s, 100; Warren and Franklin 7s, 82½; Philadelphia and Reading 6s, 1844-80, 89½; Belvidere Delaware 2d mort., 80%; Lehigh Conv. loan, 81½; West Jersey R. R. 6s, 90½; Camden and Burlington County R. R. 6s, 86; Philadelphia and Sunbury 7s, 95; Pittsburgh 4s, 55; Allegheny County 5s, 75%; Fulton Coal, 4½; New Creek Coal, 0.56. The latest quotations are: City 6s, 97@97½; do., free of tax, 101@101½; State 5s, coupon, 93½@94½; do., reg., 93½@—; do., 6s, W. L., 100½@101; do., 1st series, 104@104½; do., 2d series, 106½@107; do., 3d series, 109½@109½; Reading, 47½@47½; do., 7s, 1893, 105@106½; do., 6s, 1880, 88½@89; Camden and Amboy, 120½@121;

do., mort. 6s, 1889, 95@95; do., 1888, 84½@85; Penn. R. R., 56½@56½; do., 1st mort., 98½@99½; do., 2d mort., 98@98½; Little Schuylkill R. R., 42@42½; Morris Canal, 30@31; do., pref., 60@60½; do., bonds, 80@85; Susquehanna Canal, 10@13; do., 6s, 53@57; Sch. Nav., 9@10; do., pref., 18@18½; do., 6s, 1882, 62½@62½; Delaware Div. Canal, 48@48½; do., bonds, 81@83; Elmira and Williamsport, 30@32; do., pref., 38½@40; do., 7s, 1873, 88½@89; do., 5s, 59@60; Lehigh Coal and Navigation, 35½@36; do., 6s, 1884, 82@83; do., R. R., Loan, 87@88; do., Gold Loan, 97@97½; North Pennsylvania, 36@37; do., 6s, 87½@89; do., Chatte 10s, 111@113; Philadelphia and Erie, 28½@28½; do., 6s, 90@92; Minehill, 52½@53; Catawissa, 16@18; do., pref., 37½@37½; Lehigh Valley, 56½@56½; do., 6s, new, 95½@95½; Fifth and Sixth streets, (horse,) 39@40; Second and Third, 46@48; West Philadelphia, 60@63; Spruce and Pine, 26@27; Green and Coates, 37@38; Chestnut and Walnut, 45@47; Thirteenth and Fifteenth, 17@19; Girard College, 28½@30; Tenth and Eleventh, 69@71; Union, 44@—; Hestonville, 12@12½.

Boston.—Eastern R. R. 6s, 1889, 96; do., 1874, 95½; Union Pacific R. R. 6s, 86; Cincinnati and Indiana R. R., 7s, 1877, 79; Vermont Central 1st mort., 82½; do., 2d mort., 38; Old Colony and Newport 7s, 101; Rutland pref., 50; Chicago, Iowa and Nebraska R. R., 142; Indianapolis and Cincinnati R. R., 16; Summit Branch R. R., 23½; Housatonic R. R. pref., 73; Cincinnati, Sandusky and Cleveland R. R., 22½; do., 7s, 1890, 74½; Waverly Land, 1½; Cary Imp. 7½; Glendon Iron, 69; Maine 6s, 1889, 99½; New Hampshire 6s, 1884, 99%; Connecticut 6s, 1881, 98%; Massachusetts 5s, 1890, gold, 104½; do., 6s, 1873, gold, 119½; do., 6s, currency, 101½; Chicago 7s, 97½; Bath 6s, 1898, 90; Brooklyn 6s, 1881, 92; St. Louis 6s, sewerage, 84½; Cincinnati 7s-10s, 1889, 108; Cook Co. Ills., 7s, 95½; Bangor 6s, 1894, R. R. Loan, 86½; do., 1874, 92½; Cambridge 6s, W. L., 99½; Bath 6s, 1891, 87; Concord Mining Co., 1; Dana, 22c; Hancock, 13½; Native, 50c.

Baltimore.—Memphis City 6s, 47½; Virginia 6s, old, reg., 44½; do., 1866, 53½; do., 1867, 50; Maryland Defense Loan, 102; Baltimore 6s, 1884, 94; Atlantic Coal, 2.50. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 88@89; Balt. and Ohio, 127@130; do., 6s, 1875, 95@96½; do., 1880, 93@—; do., 1885, 95@95½; Northern Central, 48½@49; do., 6s, 1885, 87½@89; do., 1900, 85½@86; do., 6s, 1900, gold, 100@101; Parkersburg Branch, 22@24; N. W. Va. 1st mort., 92@95; do., 2d mort., 90@93; do., 3d mort., 1885, 87@90; Marietta and Cincinnati 7s, 1892, 87@88; do., 2d mort., 69½@69½; Central Ohio, 25@27; do., 1st mort., 78@79½; Western Md. 6s, 1890, 65@70; do., guar., by Baltimore City, 88½@—; do., 2d mort., 89@—; do., 6s, pref., 41½@45½; do., 6s, guar., by Washington Co., 70@78; Richmond and Danville bonds, 72½@72½; Baltimore 6s, 1875, 96½@96½; do., 1886, 93@95; do., 1890, 95@95½; do., 1892, 94@96; do., 6s, 1888-70, 72½@—; Memphis City 6s, 47½@47½; City Passenger R. R., 19@19½; Baltimore and Catonsville, 4½@5½; George's Creek Coal, 71½@72½; Santa Clara, 1.50@1.60; Atlantic Coal, —@2.80.

Union Pacific Railroad.

The reports of business upon the Union Pacific Railroad are very favorable. The earnings since the opening of business in May last have been at the rate of about eight millions a year, which, for a beginning, is doing remarkably well. Of course, these earnings will be greatly and rapidly augmented as the country through which the road runs becomes more thickly settled, and its mineral resources are more fully developed. The interest liability of the company upon its First Mortgage Bonds is but \$2,334,096 in currency, so that the earnings are ample to meet all such indebtedness. The Land Grant Bonds, to the amount of ten millions, are secured by a first mortgage upon the entire Land Grant of nearly fourteen million acres, much of which has a high value for agricultural purposes, while other portions are rich in mineral deposits. More than 40,000 acres of these lands were sold in one month after the opening of land sales, at an average of more than \$5 per acre. These bonds are received at par, in exchange for lands; and as they run twenty years and pay seven per cent. interest, they are considered a very valuable investment. Further information concerning the business of the road and the character of the company's securities will be found in another column.

COLUMBUS, CHICAGO AND INDIANA CENTRAL RAILWAY CO., NO. 57 BROADWAY N. Y., Sept. 22, 1869.

For the purpose of contradicting rumors in reference to the successful operating of the Columbus, Chicago and Indiana Central Railway, under the lease to the Pittsburgh, Cincinnati and St. Louis Railway Company, which lease is dated on the 22d day of January, 1869, the undersigned beg leave to say to those interested in the securities, that the Road is successfully operated under the lease to the satisfaction of the parties, and shows a continued increase of earnings, with every prospect of a successful future in traffic.

The lessees have made great improvements in the condition of the Road, and its depots, shops, and other buildings, and are adding largely to its rolling stock and facilities for doing business, and will continue to make whatever expenditures may be necessary for the increasing traffic of the future.

THOS. L. JEWITT,

President Pittsburgh, Cincinnati and St. Louis Railway Co.,

B. E. SMITH,

President Columbus, Chicago and Indiana Central Railway Co.

PACIFIC RAILWAY GOLD LOAN, \$6,500,000. A seven per cent. land grant railroad, first mortgage bonds, having thirty years to run. Interest and principal payable in gold. Coupons payable semi-annually in London, Frankfort and New York. Circulars, maps and pamphlets sent on application. The bonds for the present are sold in currency at 95, with accrued interest. DABNEY, MORGAN & CO., 53 Exchange Place. M. K. JESUP & COMP'Y, 12 Pine street.

Railway Joints.

The new "spring nut" fish joints, introduced by Merritt W. Griswold & Co., of New York, for joining the ends of rails, is proving a greater practical success than at first expected, actual tests having shown that the nuts tighten by trains passing over instead of shaking loose as with the old style of joint. *

Journal of Railroad Law.

STREET RAILROAD COMPANIES—CONSTRUCTION OF STATUTE—WHEN VINDICTIVE AND PUNITORY DAMAGES WILL BE ALLOWED—RESPONSIBILITY OF COMPANIES GENERALLY.

The facts of the late case of *McKeon vs. The Citizens Railway Company* (42 Mo., 79,) are clearly and fully stated in the following opinion by

HOLMES, J.—This was an action for damages for an injury done to a passenger by reason of the carelessness and negligence of the driver of the car. The answer denied the material averments of the petition, and alleged that the plaintiff's injuries were the result of his own negligence. It set up a defense also under the statute entitled "An act concerning street railroads in the city of St. Louis," approved January 16th, 1860. This act provided that "said railroad companies shall not be liable for injuries occasioned by the getting off or on the cars at the front or forward end of the car." We have examined the evidence in order to see upon what basis of facts the instructions were given or refused. It is not our province to weigh evidence or to determine the force or effect of conflicting testimony, but we may consider what the evidence on either side tended to prove, and what not. Instructions should be given or refused upon the case made by the evidence. Theoretical propositions, for which there is no proper foundation in the evidence, or which suppose a different state of the case from that which is proved, should not be given, for they directly tend to mislead the jury.

The case made upon the evidence contained in the record, so far as it is necessary to be stated for the purpose of determining whether there was any error in giving or refusing instructions, was substantially this: That the driver having gone to supper, the conductor was acting as driver in his absence; that the plaintiff, a passenger, being intoxicated and scarcely knowing what he was about, arose from his seat when the car drew near to his place of residence, and went to the forward platform of the car, where he had left his tools, threw the tools off the car, and attempted himself to get off, before the driver had brought the car to a stop; that the driver seized hold of him with one hand to prevent him from jumping or falling off while the car was in motion; that a scuffle ensued, the driver making every effort to prevent him from falling off, with one hand, while with the other he was holding down the brakes, some others also interfering; and that in spite of all the driver could do, the man fell over the dashboard and under the wheels just before the car came to a stop; that the forward wheel injured his arm, and that before he was extricated the horses started and the next wheel went over his leg.

The mass and general tenor of the whole evidence would seem to show clearly enough that the horses were scared in the noise and confusion, and started forward without default of the driver, while the expressions used by some of the plaintiff's witnesses might imply, but do not distinctly say that the driver of his own motion started the horses and drove on. My own impression would be that the jury could not have believed, upon the evidence, that the driver intentionally and willfully drove on while the man was under the car,

at the risk of killing him, much less with any intent to do him harm. But the instructions will be considered upon the theory that there was some evidence before the jury from which they might be warranted in inferring negligence on the part of the driver in allowing the horses to start forward.

The effect and intention of the statute would seem to be that where the injury to the passenger is occasioned by his getting off or on the car at the forward platform, it shall be presumed, as a matter of law, that the negligence of the passenger himself contributed to produce the accident and injury, and it is therefore declared that the company shall not be liable in such case. A like construction was given to a somewhat similar statute provision in the case of *Higgins vs. Hann. and St. Jo. R. R. Co.*, 36 Mo., 436. It is not supposed that this presumption would preclude the other party from showing that the injury was not occasioned by any such contributory negligence at all, but by some negligence in the officers or agents of the company, wholly independent of the fact that the passenger had attempted to get off or on the car at the front platform. If the accident and injury were occasioned by reason of such attempt to get on or off the car at the front end, the defendant, under the statute, would be relieved from liability, though guilty of some negligence and without reference to the question whether it was in fact the negligence of the one party or the other which actually caused or produced the injury. But again, if the injury were occasioned by the negligence of the driver, in intentionally starting the horses, or in carelessly allowing them to start forward, while the man was lying underneath the car, that would be an independent act of negligence for which the company might be liable, it would raise a question of the capacity, competency, and fitness of the servant for such a place.

The evidence clearly shows that the man was intoxicated, and that he imprudently attempted and persisted in his attempt to get off the car while it was in motion, and that the driver did all he could to prevent him and to save him from falling under the wheels. We find nothing in the evidence that could properly be taken as tending to prove that the driver intentionally and willfully or maliciously started the horses forward. The most that can fairly be claimed for it would be that some vague expressions might tend to show negligence in the driver, or a want of that extraordinary care which the state of things would require in a prudent and careful man under like circumstances.

The first and third instructions given for the plaintiff, besides that they assumed some facts not warranted by the evidence, were directly in contravention of the statute as above explained. The seventh was erroneous, for the reason that there was nothing in the evidence that could justify such an instruction, and it tended to mislead the jury. To the ninth instruction we see no objection.

The first instruction refused for the defendant reads as follows: "If the jury find that the injuries complained of were occasioned by plaintiff while attempting to get off of the front or forward end of the defendant's car then they will find for the defendant." This proposition recognized the

statute presumption in relation to contributory negligence, and embraced the whole issue on behalf of the defendant, and we think it should have been given. The instructions which were given for the defendant cannot be said to have covered the same grounds.

The refusal of the other instructions asked for the defendant, considered with those which were given for him, would not amount to any error by which he could have been seriously prejudiced, and some of them were objectionable as placing the whole issue on particular facts.

The sixth instruction given for the plaintiff requires a particular notice. It told the jury, first, that if the negligence or misconduct were not gross, they would assess the damages at a reasonable compensation for the injury, suffering and expenses, caused by such negligence; but second, that if the negligence were gross then they would find "liberal or exemplary damages, in their discretion, beyond the actual injury sustained by the plaintiff, for the sake of the example and punishment for such gross negligence." This second proposition carries the idea of exemplary damages entirely beyond a full recompence for the injury sustained, and authorizes vindictive and punitive damages. This goes further than the law ever allows in a case of this kind. Such damages certainly can be given, if ever in a civil case, only in cases where the injury is intentionally, willfully, and maliciously done. (*Goetyl vs. Ambs.*, 27 Mo., 33.) This instruction awards them upon gross negligence merely. In the case of *Goetyl vs. Ambs.*, such damages were spoken of as exemplary damages. In *Freudenheit vs. Edmondson*, 36 Mo., 226, we had occasion to consider what was properly meant by exemplary damages. It was a case of willful injury, and exemplary damages were defined to be merely a round compensation or an adequate recompence for the injury sustained. Such damages may serve for an example to others in like cases, and may so far be called exemplary. The question of punitive damages was not necessarily involved in that case, but a distinct intimation was given that the principle of administering punishment belonged rather to criminal than to civil jurisdiction. If the conduct of this driver were willful and malicious, with intent to injure the plaintiff, he might be liable to indictment for assault with intent to kill, or some other criminal offense, but his employer was not responsible for his crime nor liable for his acts of willful and malicious trespass. The company was answerable only for his negligence, or his incapacity or unskillfulness in the performance of his duties assigned to him. In such case we have no hesitation in saying that punitive damages, or any damages beyond a full compensation for the injury sustained, cannot be allowed. It is at least, very questionable, upon principle and authority, whether damages for punishment can be given in any civil action. My own opinion is that they cannot. But independently of this question, the instruction was clearly erroneous.

The case not having been fairly tried under instructions which can be regarded as correct, the judgment will be reversed and the case remanded.

 The railroad between Swedesboro' and Woodbury, (N. J.) has been completed.

Cotton Crop of the United States.

The *Shipping List* has made up its annual tables of the cotton crop, and we use its figures in our annual compilation, as it has passed for many years for standard authority on this theme. It gives the total of the last crop at 2,260,557 bales, being 170,836 below the corresponding total for the previous year. In our last annual review we said "we cannot think the yield, as a whole, will fall much, if any, below the production of the last year." The difference is not very great, but the total is considerably below the popular estimate at the date referred to, some believing that the crop would exceed two and a half million bales. We now present the yield from different sections, with comparison from our records of the same in former years:

COMPARATIVE PRODUCT OF COTTON.

	1866-7.	1867-8.	1868-9.
Louisiana	702,131	579,231	794,205
Alabama	239,516	366,193	230,726
Texas	185,919	114,666	147,817
Florida	58,849	34,639	18,392
Georgia	255,965	495,005	357,253
South Carolina ..	162,247	240,225	198,943
North Carolina ..	88,522	38,587	35,912
Virginia	123,627	187,487	160,418
Tennessee, &c.	185,712	374,860	321,891

Total bales... 1,951,988 2,430,893 2,260,557

The total exports to foreign ports for the year show a decrease of 208,173 bales, distributed as follows:

	1866-7.	1867-8.	1868-9.
To Great Britain	1,216,262	1,228,596	989,500
To France	198,147	197,515	224,527
To N. Europe ..	95,342	145,042	177,182
To other ports ..	47,303	84,663	56,484

Total bales... 1,557,054 1,655,816 1,447,648

The total consumed in the United States, including all burnt at the ports, is given at 995,127 bales, being the largest aggregate on the record. We bring forward the comparison since 1856:

	North of Virginia.	Elsewhere.	Total.
1856-7, bales....	665,718	154,218	819,936
1857-8 "	452,185	143,377	595,562
1858-9 "	760,218	167,433	927,651
1859-60 "	786,521	185,422	972,043
1860-1 "	650,357	193,383	843,740
1865-6 "	604,685	127,640	731,725
1866-7 "	697,367	156,672	854,039
1867-8 "	799,817	168,348	968,165
1868-9 "	821,924	173,203	995,127

We now present our usual comparison of the total crop of each year since 1821. The total given as the crop of 1865-6 includes a large amount grown in preceding years, but not sent forward until the ports were opened:

	COMPARATIVE CROP STATEMENT.
1820-1	430,000
1821-2	455,000
1822-3	495,000
1823-4	509,158
1824-5	569,249
1825-6	720,027
1826-7	957,281
1827-8	727,598
1828-9	870,415
1829-30	976,845
1830-1	1,038,848
1831-2	987,477
1832-3	1,070,438
1833-4	1,205,324
1834-5	1,254,328
1835-6	1,360,725
1836-7	1,422,930
1837-8	1,801,497
1838-9	1,360,532
1839-40	2,177,835
1840-1	1,634,945
1841-2	1,688,574
1842-3	2,378,875
1843-4	2,030,409
1844-5	2,394,608
1845-6	2,260,557
1846-7	1,778,651
1847-8	2,347,634
1848-9	6,728,596
1849-50	2,096,706
1850-1	2,355,257
1851-2	3,015,029
1852-3	3,262,882
1853-4	2,930,027
1854-5	2,847,839
1855-6	3,527,845
1856-7	3,939,519
1857-8	3,113,962
1858-9	3,851,481
1859-60	4,669,770
1860-1	3,656,086
1861-2 (est.)	4,800,000
1862-3 (est.)	1,500,000
1863-4 (est.)	500,000
1864-5 (est.)	300,000
1865-6	2,154,476
1866-7	1,951,988
1867-8	2,430,893
1868-9	2,260,557

The Sea Island cotton included in the last total amounted to 18,054 bales, the smallest report for a long series of years. The highest yield was in 1858-9, when the crop reached 47,592 bales.

In regard to the growing crop there is the usual difference of opinion. The season has been unusually propitious in every aspect but one—it is a week or ten days late. The growth is vigorous, the bolls are large and thickly set, and only the fear that the frost may not hold off to allow compensation for the late spring prevents our estimate exceeding three million bales. Our own opinion, after a careful comparison of a large correspondence sent us from every part of the cotton field, is fixed upon the interval between two and three-quarters and three million bales. The present indications are that the yield will be nearly, if not quite, the higher amount.—*Journal of Commerce.*

Union Pacific Railroad.

The president of the Union Pacific Railroad Company has addressed the following circular to its stockholders:

"OFFICE OF THE UNION PACIFIC
RAILROAD COMPANY,
BOSTON, Mass., September 15, 1869."

"To the Stockholders of the Union Pacific Railroad:

"It is well known that malicious attacks have been made upon your company; upon its credit, and upon the character of the work itself. While all persons who knew the real causes of these attacks were well aware that they were without foundation and only vindictive, it cannot be denied that they were a source of grave embarrassment and difficulty. There is nothing so sensitive as credit; it may receive almost as great a temporary injury from false rumors as from damaging statements of fact.

"The natural result of these assaults upon the company's credit was the arrest of the public sale of its securities, and a threatened danger of stopping the work, when two millions a month were required to continue it. It was fortunate for the country, as well as yourselves, that you had the ability, as well as the courage, to advance the millions from your private means that were required to finish the road. I believe that no private corporation ever before made so large a call, or one that was more promptly responded to. The work upon the line was continued during the winter at a very heavy extra cost, but nearly all the obligations incurred have now been adjusted.

"The 850 miles of road west of Omaha, which was built before last winter's frost, is admitted to be in splendid condition, equal to any in the country, and the remainder will be in the same fine order as soon as actual service brings the road bed in the same solidity. The road has been in successful operation since May 10, almost without accident; and the whole line to the Pacific is admitted to be as safe as any railroad in the country.

"Although the travel has been large, it would have been much greater if the groundless fears of many had not deterred them from making the trip; and there can be no doubt that as these fears are dissipated by successful experience, it will steadily, and even rapidly increase. By the Pullman palace cars the trip is made, not only without any unusual danger, but almost without fatigue.

"The earnings of the road since its opening have been:

From May 10 to May 31 \$391,420 12
From June 1 to June 30 706,602 29
From July 1 to July 31 623,559 96

"Notwithstanding the rates for passengers and freights have been largely reduced, the earnings for August will stand at about the same figures as for July. With all the disadvantages attending the opening of the road, the average earnings, so far, have been at the rate of about eight millions a year, which will be steadily augmented by the development of the Pacific coast and by settlement along the line.

"The company own over three million acres of land in the Platte Valley, in Nebraska, which competent judges pronounce equal to any in the West. The lands were offered for sale at Omaha July 27th, and forty thousand acres were sold in one month thereafter at an average of over \$5 per acre. The company also own over ten million acres in addition, some of which is of little value, but there are portions from which a considerable sum will eventually be realized. Many portions of the Rocky Mountain and Wasatch ranges abound in rich mineral ores—especially copper—and the constantly increasing development of the mining interest will add largely to our business. Extensive coal mines are found along the track for 300 miles on the western slope of the Rocky Mountains, for which there is already a good demand.

"You will perceive that the income of the company is now ample to meet the interest on its First Mortgage and Land Grant Bonds, and we have every reason to expect that the natural growth of its business will soon give its stock a value that will make a suitable return for the risk you have taken in building the longest railroad line in the country, through a wilderness which most persons pronounced impassable for a locomotive.

OLIVER AMES, President."

[F] The earnings of the Union Pacific Railroad for the first fifteen days of September, amounted to \$358,724 62; for the same time in August, \$268,840 05; an increase of \$89,844 17; indicating an increase of the month of at least \$175,000, notwithstanding the great reduction of the rates of freight and fare.

[F] About 150 laborers are now at work on the extension of the Cumberland Valley Railroad from Hagerstown to Powell's Bend, on the Potowmack. The operations are confined to excavations and filling. This force, we understand, will be continuously augmented by Mr. March, the contractor, and the work will be pushed with vigor to completion.

[F] We learn that the Taunton Branch Railroad Company will immediately proceed to take the proper steps to put under contract and build the contemplated line of road between Taunton and Attleboro'.

[F] About 800 men are now employed in the construction of the Knox and Lincoln Railroad. Some of the heaviest work is nearly completed. It is intended to have the whole length of the road, forty-eight miles, completed by June, 1871. The cost will be \$1,800,000.

[F] The Memphis and Little Rock R. R. is completed, and trains are now running daily, to L'Anguille, 12 miles west of Madison. Only 30 miles remain to be built.

[F] Trains are now running to Valiska, on the Burlington and Missouri River Railroad, 235 miles west of Burlington. It is expected to have the road completed to the Missouri River, 280 miles, by the 1st of December.

[F] The grading of the Macon and Brunswick Railroad is nearly completed. Only 18 miles of track remain to be laid to Lumber City on the Ocmulgee. On the other side of the river 15 miles are to be laid. The road will be finished by the 1st of November.

[F] The railway from the city of Mexico to Puebla was completed on the 4th, and will soon be in running order.

**The First Mortgage Bonds
OF THE
UNION PACIFIC
RAILROAD CO.**

INTEREST 6 PER CENT. IN GOLD.

The Union Pacific Railroad has been in successful operation since May 10th, and it is pronounced, by the thousands who have passed over it, to be in all respects as safe and well built as any railroad in the country. By the Pullman Palace Cars the journey is not only made without danger, but without unusual fatigue. The fears that many have expressed in relation to the perils of the overland trip are removed by experience, and the travel is steadily increasing.

The earnings of the road since its opening are officially stated by the Company as follows:

From May 10 to May 31.....	\$391,420 12
From June 1 to June 30.....	706,602 29
From July 1 to July 31.....	623,559 96

Notwithstanding the rates for passengers and freight have been largely reduced, the earnings for August will be at about the same average. They will be published as soon as full returns are received. The earnings, as stated above, are at an average of about

EIGHT MILLION DOLLARS A YEAR,
which will be steadily augmented by the development of the Pacific Coast, by settlement along the line, and by the natural increase of traffic.

The First Mortgage Bonds of the Company amount to \$28,816,000, and the interest liability to \$1,728,960 gold, or about \$1,334,096 in currency. It will be noticed that the present earnings provide an ample fund for the payment of this interest and leave a large surplus. We are also satisfied that at present market rates, these bonds are a very desirable investment, and that they will advance in price as soon as the facts concerning the business and condition of the Company are generally understood.

THE LAND GRANT BONDS

To the amount of Ten Million Dollars, were issued to obtain means to finish the road, and are secured by

A FIRST MORTGAGE

Upon the entire Land Grant of the Company, amounting to 15,824,000 acres. Three millions acres of this land in the Platte Valley, in Nebraska, are admitted to be equal to any in the West. The sales of land were opened in Omaha July 27th, and 40,000 acres were sold during a month thereafter, at an average price of over \$5.00 per acre. While a part of the remainder of the land is of little value for agricultural purposes, there is another part from which a considerable sum will be realized. The value of the Land Grant is largely enhanced by the extensive coal mines, which are now being worked for the supply of the surrounding country, as well as for the railroad, and by other valuable mineral deposits, especially of copper.

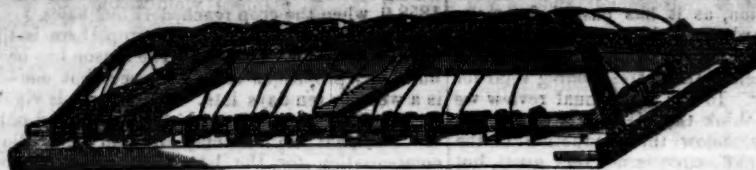
THE LAND GRANT BONDS ARE RECEIVED in payment for all the Company's lands at par, and the demand from actual settlers will give them a certain market. They run twenty years and pay seven per cent. interest in currency.

Although the Company have disposed of all their bonds, yet, as they are offered in market, we continue to fill orders at the current rates.

We have no hesitation in recommending both the First Mortgage and the Land Grant Bonds as a very valuable and perfectly safe investment.

**JOHN J. CISCO & SON, Bankers,
59 Wall street, New York.**

WHIPPLE MANUFACTURING COMPANY,



MANUFACTURERS OF

WHIPPLE'S SUPERB CAR SEAT,
59 Monroe Avenue, Detroit, Mich.

**E. TROWBRIDGE, Treasurer.
C. A. TROWBRIDGE, General Agent. 37 William Street, NEW YORK.**

**DETROIT.
NEW YORK.**

**A. S. WHITON,
19 BROAD-ST., New York.**

FOREIGN AND AMERICAN

Steel & Iron Rails

Of all Weights and Patterns.

RAILROAD SUPPLIES,

Locomotives, Cars, Car Wheels and Axles, Tyre, Fish Bars, Bolts and Nuts, Chairs and Spikes, Machinery, Tools, Bar Iron, Steel, Plush, Car Findings, Lamps, &c.

Old Rails Bought or Re-rolled, as desired.

Having established business relations with the well-known firm of SIR CHAS. FOX & SONS, Consulting Engineers, of London, England, who have for many years been engaged in this class of business, their attention being directed to Permanent Way and other details of Railway Construction, I can offer especial inducements to parties wishing to purchase ENGLISH RAILS, or other material, guaranteeing, without extra cost, intelligent and honest Inspection during Manufacture, thereby securing a better article than is usually sent to this country, especially in the item of Rails. Orders sent abroad will be executed under the supervision of the above firm of Sir Chas. Fox & Sons, whose experience of 40 years should be sufficient recommendation to the American Railway interests, to induce a trial of this method to secure the best results. Am prepared to make Contracts for Rails delivered free on board, at ports in England, or export at ports in the United States. Orders most respectfully solicited.

Rail Fastener and Machine For Sale.

THE JAW ABOUT 30 deg. with a groove under for two bearings holding a metal cap or cushion to prevent sound, front and rear sides have raised flanges sunken between, top widest, bottom narrow with shoulders, bars on either side. These with every description of fastening are rolled with dies on 4 rollers bearing on each side forming any figure or angle required: samples could be sent to any R. R. Co., or others who will order from the inventor, and enquiries answered.

**A. BEEBE,
78 Cedar st., N. Y.**

CAR COUPLING FOR SALE.

THIS INVENTION IS SAID TO BE SUPERIOR because it keeps the cars in line, consists in two links or bars working cross wise like the letter X, which with four pins, two on top each platform from a square, the platforms being about $\frac{1}{4}$ circular, the end of the links or bars are widen up working against gum cylinders on each pin starting and stopping on a spring motion; steel springs are placed in the end of the platform which are made double thickness and braced to hold the springs, and prevent telescoping, the same being packed with wool and covered. The bars are changed on the pins easy by latch slotted in the pins. Plans sent and enquiries answered by the inventor.

**A. BEEBE,
1128
78 Cedar st., N. Y.**

A GREAT CHANCE TO MAKE MONEY.

A RAILWAY PATENT which has realized forty thousand dollars in three years and a half, and has still 13 $\frac{1}{2}$ years to run, will be disposed of cheap for cash, for all Southern States, and all states and territories West of the Mississippi River. Enquire at this office.

FOR SALE.

SMALL LOCOMOTIVES, suitable for Construction, Switching and Branch Road service, also for Street Railroad service, enclosed with Cab. Apply to

**PETER FIELDS & SON,
North Point Foundry and Machine
Works, Jersey City, N. J.**

**TO RAILROAD CONTRACTORS.
Memphis, El Paso and Pacific
RAILROAD COMPANY.**

Office of the Chief Engineer,
Memphis, El Paso and Pacific Railroad Company, 90 Broadway, New York.

SEALED PROPOSALS will be received at the above Office, until October 15th, 1869, when Contracts will be awarded, for the GRUBBING and CLEARING, GRADING, MASONRY, BRIDGING, BALLASTING, CROSS TIES and TRACKLAYING of the following portions of said Railroad:

One Hundred and Fifty miles, embracing the Second Division, commencing at Paris and extending westward, to Palo Pinto County.

Specifications, Profiles, Maps and Plans can be examined at the ENGINEER'S OFFICE, in NEW YORK or JEFFERSON.

Proposals must conform to the specification which will be furnished upon application at either of the above places. Evidence of ability to complete contracts will be required and a percentage retained of estimates until each section of five miles is finished.

All the work upon this Division must be finished by October 1, 1870.

Every facility will be furnished those wishing to inspect the ground on the line of the road, by application in person at the Engineer's Office in Jefferson.

**J. M. DANIEL, Engineer in Chief,
Memphis, El Paso and Pacific R. R. Comp'y.**

Notice to Contractors.

SEALED PROPOSALS addressed to either of the undersigned, will be received until Thursday, September 23, 1869, for the graduation, masonry and bridging of that part of the Connecticut Western Railroad extending from a point on the State line of New York, in the town of Salisbury, to a point in the town of Canton, near the village of Collinsville, a distance of 45 miles, or for any portion thereof.

Profiles and specifications can be seen at the Engineer's Office, Clark House, Winsted, Conn., on and after September 1.

The company reserves the right to reject all proposals not deemed for their interest to accept.

**WILLIAM H. BARNUM, President.
Lime Rock, Conn.
Or WILLIAM G. COX, Secretary.
Winsted, Conn.**

To Bridge Builders.

THE HALLOWELL AND CHELSEA BRIDGE Company solicit proposals for putting a new superstructure upon the piers of their bridge across the Kennebec River at Hallowell, Maine.

The Bridge is 878 feet long with four spans of 150 feet each, one 106 feet, with a draw of 170 feet in length, and is to be substantially built and covered, to be completed within one year.

Builders will specify the kind of material to be used and the style of bridge which they propose to build.

For further particulars apply to CHAS. A. PAGE, Hallowell, Me.

CROSS TIES.

PROPOSALS FOR WHITE OAK AND CHESTNUT RAILROAD TIES, to be 8 feet in length, 8 inches thick, average 8 inches face, none to be less than 6 in face, delivered at Georgetown and Shallcross wharf, on Sassafras River, will be received until the 1st of October, 1869, by

**PRESIDENT KENT COUNTY R. R. CO.,
Chestertown, Kent County, Md.**

NEW YORK CITY STEEL WORKS,

Manufacture every description of Steel—PERFECTLY UNIFORM IN QUALITY—and of very great tensile and compressible strength.

Plates of Cast Steel may be bent COLD to any angle, yet remain capable of being TEMPERED.

Guaranteed EQUAL TO ANY OTHER STEEL manufactured in Europe or the United States, TOOL STEEL of very superior quality.

LOCOMOTIVE AND CAR SPRING STEEL A SPECIALTY.

VAN ZANDT BRO.'S, General Agents, 38 John St., New York.

OFFICE OF THE RICHMOND IRON MINING COMPANY,

No. 165 BROADWAY, Room No. 17,
New York, Aug. 20th, 1863.

THIS COMPANY HAS ON HAND AND FOR
sale at their Mine on Staten Island 15,000 tons of
Granulated Hematite Iron Ore, which assays as follows:

Sesqui oxide of iron..... 72.57
Sand, etc., (insoluble)..... 15.67
Moisture and other constituents..... 11.76

100.00
Yielding metallic iron 50.80

Or proposals will be received for the reduction of the
same to iron.

CHAS. HOWDON SMITH,
Secretary.

RAILROAD SPIKES.

10,000 KEGS, BEST MAKE, 7-16th by 5 $\frac{1}{2}$ inches.
For sale by

W. P. CONVERSE & CO.,
6m39 54 Pine st.

Railroad and Machinery SUPPLIES.

F. P. CORBY & CO.,
107 North Second St., St. Louis, Mo.

PILE DRIVING, PORTABLE AND STATION-
ARY ENGINES. R. R. Station and Steam
PUMPS, SPIKES, CHAIRS, FISH PLATES, BOLTS,
NUTS, Washers, Steam GAUGES, SPRING BAL-
ANCES, Head Lights and Lanterns. Contracts made on
favorable terms for RE-ROLLING of NEW RAILS.
BEST PRICES obtained for OLD RAILS and all kinds
of IRON and METALS.

WOOD, LIGHT & CO.,

MANUFACTURERS OF

ENGINE LATHES,

From 15 to 100 in. Swing, and from 6 to 30 feet long.

PLANERS,

To Plane from 4 to 30 feet long, and from 24 to 60 in. wide
Nasmith's Steam Hammers, Gun Machinery,
Mill Work, Shafting and Hangers, Patent
Self-Oiling Box.

Warehouse : 107 Liberty Street, New York City. Manufactory, Junction Shop, Worcester, Mass.

\$18 IMPROVED WALTHAM WATCHES.

GET THE BEST, AND BUY WHERE YOU CAN
BUY THE CHEAPEST.

Engineers, Railroad Men, Master Mechanics and
Machinists, if you wish to obtain a genuine Waltham Watch,
with all the late improvements, and run no risk whatever
of not obtaining a reliable timekeeper, send for Descriptive
PRICE LIST, giving full particulars of Watches, style
and quality of cases, or call and examine. In Coin Silver
Cases, \$18. In 18k Gold Cases, \$80. Ladies' Size,
\$70. Every Watch thoroughly examined and regulated,
and if any one should prove imperfect, return it at once
and we will correct or exchange it for one that is perfect,
FREE OF CHARGE.

H. O. FORD & CO.
Eight years with American Watch Company, 84 Tremont street, opposite Tremont House.

Watches sent to any address, and by selecting from Price
List you can get as good a Watch as if selecting in person.

Jonathan T. Hobby,
MATHEMATICAL Instrument Maker, Greenwich
Street, Hempstead, Long Island N. Y.

The Keystone Bridge Company OF PITTSBURGH, PA.

Contractors for Manufacturing and Erecting every description of Iron and Wooden Bridges, Roofs, Turn Tables, &c.
"Linville and Piper" Patent Bridges; Weldless Chord Links, Tubular Wrought Iron Posts, Tubular Upper Chords, Weldless Suspension Links, "Linville" Triangular Truss. Circulars and Lithographs sent on application.

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J. L. PIPER, General Manager, Pittsburgh.
A. G. SHIFFLER, Supt. and Treas., Pittsburgh.
WALTER KATTE, Engineer Western Department,
Office, 94 Dearborn St., Chicago.

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Railway Car and Carriage Linings,

Plushes, Cloths, Carpets,

Satin, Curtain Silks, Cotelines, &c.

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S. A. MARTINE & CO.,

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IMPORTERS OF

Railway Car and Carriage Linings,

PLUSHES,

Moquettes, Seat Duck, &c.

WATSON'S NEW & COMPLETE

RAILROAD MAP,

OF THE

United States and Canada.

SIZE, 3 $\frac{1}{4}$ BY 4 $\frac{1}{4}$ FEET.

No pains or expense has been spared to make this the
most perfect RAILROAD MAP ever published. The
Railroads, proposed Roads, distance between Stations, and
names of Roads are plainly shown. It is Colored in States.
PRICE—Mounted on Rollers, \$3.00
In Pocket form, (free by mail), 2.50

Address GAYLORD WATSON,
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Patent Paraffine Insulator Works,
Bldg. of 2123 CHESTNUT STREET, PHILADELPHIA.

The guarantees of this
insulator are:

1st.—A current resistance
in rain or fog, or in rain and
fog combined of 100,000,000,
000 Ohmads.

2d.—To insulate a con-
ducting wire of any
length in rain or fog,
or rain and fog combined,
to its full working capacity,
or the capacity of a similar
wire or conductor placed
upon any other insulators
under the most favorable
circumstances of weather.

3d.—Strength, not to break or part by any strain by, or
that a No. 8 wire will bear.

It is not injured by missiles in the general acceptance of
the term.

It does not depreciate from exposure to smoke, soot and
the gases from combustion to one hundredth part of the ex-
tent of ordinary insulators.

It is not injured by atmospheric discharges, and is a pro-
tection to the poles from the same effects.

MORTON, REED & CO.,

No. 65 South Gay St., Baltimore, Md.,
Manufacturers' Agents for Sale

American & Foreign Rails, STEEL OR IRON,

AND Railway & Machinists' Supplies OF EVERY KIND.

OLD RAIL AND SCRAP IRON,

BOUGHT AND SOLD.

OLD RAILS Re-Rolled and Exchanged for new.

CHANGEABLE GAUGE FREIGHT CAR TRUCKS.

A line of upwards of 200 Freight Cars, with Changeable
Gauge Trucks, are in successful operation.

BETWEEN BOSTON, CHICAGO AND ST. LOUIS,

Running over Different Gauges of Tracks.

These Trucks are adaptable.

To any and all Gauges of Track.
The Proprietors of the Patents are prepared to treat with
any Railroad Companies desiring to use them. Address,

CHAS. BOCKUS & CO.,

134 Washington St., Boston, Mass.

STEAM COAL,

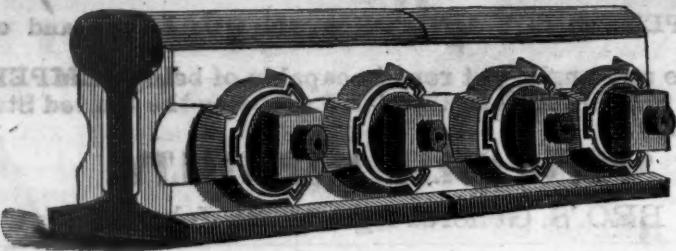
From the Clover Hill Virginia Coal Mines,
A SUPERIOR ARTICLE FOR
STATIONARY ENGINES.

FOR SALE LOW BY THE CARGO. Apply to

JAMES B. CUNNINGHAM & CO.,

AGENTS, 130 PEARL-ST.

PRA T T'S PATENT COMPENSATING FISH-JOINT,



MADE BY
**VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.
COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.**

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail. That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make a PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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MANUFACTURER of Patent Portable Hydraulic Jacks and Punches, for raising Heavy Weights, such as Locomotives, Boilers, Guns, Heavy Machinery, Wrecking Purposes, Putting together Water and Gas Pipes, Pushing off Cranks and Propellers, Pulling, Proving Chains and Ropes, Setting up Rigging, or Pulling Stumps, Punching Iron, Die-Sinking, etc. Improved Patent Hydraulic Jacks, that run out their entire length in a Horizontal or any other position. Send for Circular.

PACIFIC MAIL

Steamship Company's

THROUGH LINE TO

California and China.

Through rates, New York to San Francisco:

First Class, \$150 to \$200.

Steerage, \$75.

according to location of berth.

These rates include berths, board and all necessities for the trip.

CHANGE OF SAILING DAYS.

Steamers of the above line leave Pier No. 42 North River foot of Canal street, at 12 o'clock noon,

On 1st and 16th of each Month,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Oct. 1, ARIZONA, CAPT. MAURY, connecting with COLORADO, CAPT. PARKER.

Steamer CHINA, will leave San Francisco Oct. 4, for Japan.

NOTICE TO SHIPPERS—Freight for steamer ARIZONA, received until 4 P. M. on THURSDAY, Sept. 30. All freight weighing less than 20 pounds to the cubic foot will be forwarded as fast at slow rates. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street.

F. R. BABY, Agent.

BURLEIGH'S PATENT Pneumatic Rock Drill



Is now in successful working operation in New York, Chicago, Jersey City; also at the Hoosac Tunnel (Mass.) Lake Superior, Colorado and Nova Scotia Mines, Union Pacific and Boston and Hartford Railroads; also in deepening the beds of the Illinois and Michigan Canals, and Des Moines Rapids, and numerous other localities.

The Burleigh Drill is adapted to all kinds of rock cutting in open cut Mining, Tunnels, Sewers, Quarries, &c., drilling holes from $1\frac{1}{2}$ to $5\frac{1}{2}$ inches in diameter. The Drills are worked either by steam or compressed air. For all kinds of work under ground compressed air is used, serving as a perfect ventilator, as it is exhausted from the Drill. At the Hoosac Tunnel the compressed air is carried upwards of a mile and a quarter, and at that distance works eight Drills at the same time. Information in regard to the ownership of the different State rights. Prices of Drills, Air Compressors, &c., can be obtained at the office of

**J. T. & W. H. DALY,
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General Agents for the United States and Europe.

WEST POINT FOUNDRY.

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Manufacture all Kinds of Machinery—Marine and Stationary—Blowing Engines, Presses, Boilers, Bridges and Piers, Rifled and Smooth-bore Cannon, Wrought and Cast Iron Work for Buildings, and for all other purposes.

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